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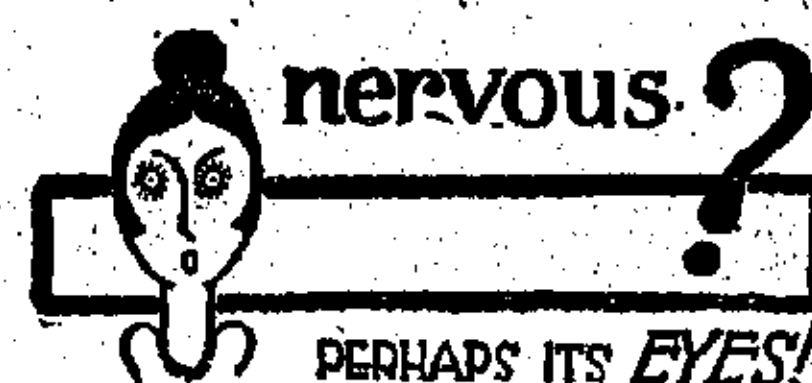
The China Mail

大英八月廿二號 禮拜四日
中華民國己巳年七月十八日

ESTABLISHED
1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/11 3/16.

No. 27,264 HONG KONG, THURSDAY, AUGUST 22, 1929. PRICE \$3.00 Per Month.



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TYPHOON NEAR

COAST THREATENED NEAR THE COLONY

SUFFICIENT WARNINGS

Explosive Bombs Fired Shortly After Noon

HEAVY SQUALLS AND RAIN FORECAST

Hong Kong was menaced to-day by the approach of a typhoon, which passed to the east of the Pratas at about 10 o'clock last night and was situated about 60 miles south-east of Hong Kong at 6 o'clock this morning. It then moved on a north-west track and threatened the coast near Hong Kong.

Signal No. 7, accompanied by three explosive bombs, was hoisted shortly after noon.

Up to the time of going to press no serious damage or casualties were reported, thanks to the timely warnings given by the respective signals.

SHIPPING SEEK SHELTER

The Government rescue tug "Kau Sing" was out last night and all this morning rendering towage and other assistance wherever possible.

On Tuesday, the typhoon was off the coast of Luzon, one of the Philippine Islands, about which Manila is situated, about 360 miles south-east of Hong Kong. Yesterday it entered the 300 miles zone and the No. 1 (meaning "a typhoon exists which may possibly cause a gale at Hong Kong within 24 hours") was hoisted at 2.40 p.m.

At 11.50 p.m. No. 2 signal (two cones by day) went up, meaning "gale expected from the North (N.W. to N.E.)."

Early this morning the position of the typhoon was given as "within 30 miles of Lat. 22° N., Long. 115° E., intensity unknown, moving N.W., i.e. in the direction of Hong Kong."

At 6 a.m. it was situated about 60 miles S.E. of Hong Kong, moving N.W., which was directly towards this Colony.

Later the typhoon was stated to be about 50 miles S.E. of Hong Kong, which indicated that it had curved slightly westward. If the typhoon continued on its course then, it should have met land at Mirs Bay, in the N.E. of the New Territories, in dangerous proximity to Hong Kong.

Vessels Leave for Shelter
During last night and this morning, vessels of all kinds began to leave for shelter. This morning the Kowloon wharves were clear but some of the river steamboats remained alongside their berths until close on mid-day.

Some of the laggards among the small craft, including a few launches and motor-boats and an occasional sampan, proceeded wearily in front of the Praya Causeway Bay, with the harbour becoming more rough every moment.

Rain fell heavily and it was blowing a gale along the Praya most of the morning. For a time, Kowloon was invisible behind the banks of mist.

A few of the larger ocean steamers in port—and the number was much below average—preferred to ride out the storm at the typhoon moorings to which they had been tied up.

"Sul Tai" Returns
The "Sul Tai," left for Macao as usual, at 8 a.m. to-day, but returned to Wing Lok wharf, discharged her passengers and then steamed away to shelter.

The "Kinsan" left at the same hour for Canton and did not go back to her wharf although she may have gone direct to shelter.

Not until after 11 a.m. did the "Taishan" leave her wharf, followed by another Canton night-boat of the "On" fleet. The "Charles Hardouin" was still alongside her wharf at that time.

Towards mid-day the glass rose slightly, from 29.38 to 29.40 at one place, and the weather slightly cleared. Kowloon was visible once more, clearly if only temporarily. That, however, might have been the full before the storm.

The Red Flag
At 11.35 a.m. the "Star" Ferry hoisted the red flag, indicating that the cross-harbour double-ended launches, which had continued to run with awnings rolled up (as had the Yammat ferries)

would stop at any moment. A few more ferries made the journey but the last from Hong Kong, leaving almost exactly at noon—just when the three guns had been fired—carried no passenger, proceeding forthwith to shelter.

At noon the ominous "three explosive bombs fired at intervals of 10 seconds" were causing Kowloon residents to rush out of office on the Hong Kong side in an endeavour to catch the last ferry for home, and a large number of sightseers to assemble on the harbour front.

Shortly afterward the No. 7 signal (black cross), the most feared of all, went up at the Royal Observatory, Kowloon, and at other stations.

By then, waves were breaking over the Praya wall and lashing themselves against stone steps.

Shops Closed
The city had ample notice. Signboards and doors of shops were secured early this morning and the flood boards of premises on the water-front were duly erected to keep out the waves which came on to the Praya.

On account of the typhoon, some of H.M.'s ships in port proceeded to buoy in the men-of-war anchorage off Wanchai and the R.N. Dockyard. "Sandwich," one of the new sloops, was at No. 7; "Stormcloud," of the 8th Destroyer Flotilla, was at No. 10; and "Sterling," another destroyer of the same unit, was at No. 12. "Tamar," the receiving ship, was of course, in the basin; and S/M L. 19 was in dock.

The U.S.S. "Guam" and the Chinese gunboat "Kwang Kum" were also at their berths.

Towards 2 p.m., the gale force increased perceptibly, causing considerable damage in town.

A Blue Funnel steamer, the name of which it was impossible to ascertain, even after telephoning to the Harbour Office, was seen drifting in the central part of the harbour just before 2.30 p.m., blowing her siren for assistance. It was finally perceived that tugs were going out to her.

The barometer at 2.30 p.m., went down to 29.

Scenes of Desolation
The storm reached a climax shortly after two o'clock, a terrific gale being accompanied by very heavy rain. Sign boards and windows crashed wholesale on the streets, whilst in some parts, such as at the foot of Duddell Street, at its junction with Queen's Road Central a huge lake had formed. Coolies walking through it were over the calves in water.

In Pedder Street, where the wind came southing through with all the fury of a tornado, one of the private cars (369) had the hood lifted, off as clean as if it had been done with a massive knife.

The massive canopy of the Hong Kong and Shanghai Hotel near to the burnt-out portion of the Hotel felt the effects of the cyclone, and it became necessary to dismantle the surface as much as possible as soon as the gale began to abate about 3.20.

The greater portion of the flower vendors' stalls in Wyndham Street came down like matchwood, whilst in the centre of the city it was positively unsafe to venture out on to the street owing to the falling signboards and window glass coming tumbling down.

The huge boarding of the Hong Kong Amusements at the foot of Wyndham Street came down with a

INDIAN'S PASSPORT

WHY HE PREFERRED HONG KONG TO SINGAPORE

"CRUDE" ALTERATION

An Indian named Sri Babu, was, this morning, charged before Mr. T. M. Hazlerigg, at the Central Magistrate, with arriving in the Colony with a passport which was not valid for travel to Hong Kong.

Accused pleaded "guilty." Detective Sergeant Whant told the Magistrate that Babu did not have a passport at all. Instead, he was issued with an emergency certificate by H.B.M. Minister at Bangkok, valid for travel to India via Singapore.

The Magistrate asked what the Police wished him to do with accused.

The Sergeant said that he would ask the Magistrate to take a serious view of the matter, pointing out that some alteration of a crude nature had been made to the certificate by accused. He added that accused would, of course, eventually be sent back to India.

After examining the document, his Worship asked the accused: Why did you alter your certificate—it was made out for Singapore, and you have altered it to Hong Kong?

Accused: I did it because I did not like to go to Singapore. It is too hot there, and I am always getting sick.

Magistrate: You can consider your self lucky that you are not here on a more serious charge.

Replying to the Magistrate, Sergeant Whant said that accused was destitute and had no money.

Remembering that it was no good keeping a man like the accused here for long, Mr. Hazlerigg sentenced him to two months' hard labour.

IN AFGHANISTAN

WHY HABIBULLA KHAN IS DEPRESSED

NADIR KHAN'S THREATS

Calcutta, Yesterday.

Habibulla Khan is reported to be depressed owing to Nadir Khan's successes. He has ordered anyone mentioning his rival's name to be flogged to a wall by the ears, then blown from a gun mouth.

Some of Amanullah's relatives are said to be begging in the bazaars at Kabul.—Reuter.

big crash, but fortunately the street was quite clear of traffic and nobody was injured.

Yee Sang Fat's building perhaps suffered the most, getting the full force of the gale at the corner nearest Wyndham Street. Considerable damage of a minor character was caused to windows and offices, whilst the front of the shop was likewise damaged.

In Ice House-street the cornices of the buildings were damaged, the debris falling into the street. The big glass sign of the Alexandra Cafe was considerably damaged.

Observatory Report

The local Observatory reports:—At 10.45 to-day pressure was highest over Korea and South Japan. The depression is crossing Hokkaido.

The typhoon passed through to the East of the Pratas at about 10 o'clock last night and was situated about 60 miles S.E. of Hong Kong at 6 o'clock this morning. It is moving on the N.W. track and threatens the coast near Hong Kong.

Forecast:—Gale commencing near the north quadrant; heavy squalls and rains.

The D.S.P. (Kowloon) informed all Police Stations this morning that at 9.25 a.m., the typhoon was situated in longitude 22 degrees N., and latitude 115 degrees E., proceeding N.W.

The latest report received at Police Headquarters at 11.45 a.m., was that the typhoon was due in an hour's time.

Just before noon the No. 4 signal was hoisted, and at 12.05 p.m. it was changed for the No. 5 signal. The position of the typhoon was then the same, but its track had been altered to W.N.W.

We understand that the s.s. "President Cleveland" reported by wireless that she was encountering very heavy weather.

Danger Past

At 3.30 the Royal Observatory courteously telephoned that the typhoon had passed close to the south of the island at 1.20 p.m. and that the No. 3 signal had been hoisted at 3.30.

About 3.30 the Captain Superintendent of Police, who was making a visit of inspection of places that had been most affected, informed the "China Mail" that up to that hour no reports of any casualties ashore had reached him.

ALLEGED DESERTERS ON TRIAL

COURT MARTIAL

SOLDIERS MADE TO WORK. PASSAGE TO MANILA

A QUEER STORY

Privates T. Smith, and O'Donnell, both of the 2nd Batta. the King's Own Scottish Borderers, were tried by a District Court Martial at Murray Barracks this morning.

The charges preferred against the accused were that they had on July 19 deserted His Majesty's Forces, and that by their neglect were responsible for the loss of certain military equipments.

A Plea for Leniency
Pte. T. Smith pleaded guilty to both charges. The Master of Napier, who defended Smith, asked for leniency. He said that he had taken the responsibility on himself by asking accused to plead guilty. He was happy at the thought that the accused had realised the gravity of the offence and had taken the best course.

It was only human nature that the accused should want some pleasure after having been in the Army for over three years. He thought that 112 days' detention in barracks would meet the case.

Lieut. J. T. Welch, who appeared for O'Donnell, entered a plea of "Not Guilty."

Taken to Manila

The case of this accused was that he had met Smith on the night in question. The latter told him that a certain member of the crew on the s.s. "Bellingham" had asked them to go on board. The man was from the same part of Ireland as O'Donnell.

Accused first went to the cinema and after that he returned to barracks to answer the roll call. Then dressing himself in a white shirt, khaki trousers, and Army patterned boots, left the barracks at 10.30 p.m. with Smith in order to get on board the s.s. "Bellingham" to meet his countryman.

The reason why he changed into semi-civilian clothing was only to escape the notice of the Garrison Police, because he had not a late pass.

Arriving on board, they had a few drinks, and when he asked what the time was, he was told that it was half an hour past midnight. He told Smith that it was time to be returning to barracks, whereupon another man said that there was plenty of time and asked them to drink up.

"At Sea"
They had another few drinks, and accused went to sleep. The next morning when he woke up, after being discovered by the boatswain, he found himself out at sea. They were taken to the captain, who made them work for their passage to Manila. On arriving at Manila, they were handed over to the Emigration Authorities, who got in touch with the British Consul. The latter sent them back to Hong Kong by the R.M.S. "Empress of France."

Asked by the Court, as to why his friend on board, knowing him to be a soldier, did not put him ashore before the ship sailed, accused said that they had also gone to sleep. He knew the Military laws and disciplines, but at the time he did not think that he was running any risks.

The accused Smith, who had already pleaded guilty, confirmed the story told by O'Donnell. He added that they gave their Home addresses to the Captain of the ship.

The Court concluded at 1.30, but the accused was not found not guilty. Sentence will be promulgated in due course.

OLD OFFENDER

27 PREVIOUS CONVICTIONS OF BURGLARY

MAXIMUM PENALTY FOR 28TH

Detective-Sergeant Flattery this morning charged a Chinese named Chan Wing, before Mr. T. M. Hazlerigg, at the Central Magistrate, with burglary at No. 86, Caine-road where he stole a quantity of clothing worth \$47.50.

Accused admitted the charge. Sergeant Flattery then proved that accused was a very old and persistent offender who had had no fewer than 27 previous convictions recorded against him.

Accused also admitted this unenviable record with the aid of a hero. He changed his demeanour, however, when his Worship passed the maximum sentence of 12 months' hard labour.

WATER SUPPLY

TWELVE HOURS SERVICE FOR PEAK

TYTAM TUK NOT FULL

The "China Mail" was officially informed to-day that it has been decided to give the Peak a 12 hours' supply of water right away, namely, from 6 a.m. to 6 p.m.

Tytam Tuk reservoir is still about two-thirds full. It is naturally anticipated that the heavy rain of to-day, consequent on the approach of the typhoon, will greatly assist in bringing it to overflow level.

It is ascertained that the daily consumption of six million gallons for last week was less than the official estimate.

The authorities are at present considering the position of the rider mains in the event of a reversal to modified restrictions later in the year. Meanwhile, it has been decided that no rider mains will be installed in the new area at Wanchai; houses there being connected direct with the general main.

TYPHOON NEWS

The American Consul-General is in receipt of the following cables from the Manila Observatory:—

(1) August 21, 4 p.m.—Typhoon in about 117 degrees Long. E. and 20 degrees Lat. N., moving W.

(2) Typhoon in about 168 degrees Long. E. and 17 degrees Lat. N., moving N.W.

August 21, 5.30 p.m.—Typhoon in about 117 degrees Long. E. and 20 degrees Lat. N., inclining northward.

August 22, 9 a.m.—Typhoon in about 115 degrees Long. E. and 22 degrees Lat. N., moving W.

FENG A PRISONER

IN EUROPEAN CLOTHES TO GO ABROAD

HAS BEEN ILL IN NANKING

The following report has been received from Nanking:—

"General Feng Yu-shiang is now virtually a prisoner, under the charge of General Yen Hsi-shan. The report of his travelling abroad is still maintained and he now dresses in European clothes in readiness."

"Reports of his illness are not true although he was ill when in Nanking."

—British Naval Wireless.

DISARMAMENT

WHAT CHURCHILL THINKS OF "PARITY"

SPEECH AT WINNIPEG

Winnipeg, Yesterday.

Mr. Winston Churchill, in an address before a huge audience, referred to the proposed Naval Disarmament Conference at Washington, and said that "any parity in minor craft would mean British inferiority, considering all the circumstances."

SUGAR INDUSTRY

BRITISH MISSION FOR W. INDIES & GULANA

JOB FOR LORD OLIVIER

London, Yesterday.

It was recently stated that the Colonial Secretary (Lord Passfield) had decided to send out a mission, assisted by experts, to the West Indies and British Guiana to investigate the state of the sugar industry there.

It is now officially announced that the Commissioner will be Lord Olivier. He will sail at the end of September.

The task of the mission will be to consider what improvements can be introduced to meet foreign competition and in what way any aid that may be found possible can best be applied with this object.

Lord Olivier was formerly Governor of Jamaica. He was Secretary for India in the Labour Government of 1924.—British Wireless Service.

"PARIS" BLAZE

London, Yesterday.

The fire (at Havre) aboard the liner "Paris" will cost \$100,000.—Reuter.

"ZEPPEP'S" DEPARTURE DELAYED

AN ACCIDENT

THE AIRSHIP RETURNS TO THE HANGAR

MAY NOT LEAVE TO-DAY

Tokyo, Yesterday.

A message from Kasumigaura states that the work of re-fuelling and re-gassing the Graf Zeppelin is progressing satisfactorily.

Weather conditions are favourable for the departure of the giant airship on her voyage across the Pacific, which is scheduled for four o'clock on Thursday morning.

Immense crowds of sightseers are thronging the vicinity of the aerodrome, and interest in the airship remains intense.

In the meantime, the officers and crew are continuing the round of entertainments in their honour, and are being loaded with numerous gifts from Japanese admirers.

Guarding Against Slowaways

Final preparations for the Graf Zeppelin's departure to-morrow morning are well under way. Bluejackets are strictly guarding the hangar, to prevent would-be slowaways from boarding the giant dirigible.

The weather authorities are optimistic as to conditions in the Northern Pacific, and no immediate change is considered likely.

The number of passengers is twenty, the same as before, the only change being three Japanese, a naval officer, a military officer, and a news correspondent, who are replacing their three countrymen who arrived from Germany.

Specially prepared provisions sufficient for six days and a plentiful supply of high-grade wines and spirits have been taken aboard.

Arrangements have been made to carry mails to America and Germany.

The Navy Minister and a number of other high officials have already proceeded to Kasumigaura, and special trains are being run to convey thousands of spectators, who, in spite of the early start of the airship, are expected to go to witness its departure.

Destroyers stationed at Yokosuka, Omomari and Saghalien have been ordered to hold themselves in readiness for action in the event of any emergency.

The Passengers
Although it was originally stated that there were twenty passengers for the Zeppelin, it is learned that M. Karkulin, the Russian weather expert who came from Friedrichshafen, has left the airship and is returning home; while it is not yet definite whether Major Shibata will travel aboard, though the other two Japanese, Mr. Shirai, a news correspondent, and Lieut. Commander Kusaka, have definitely booked. Possibly, therefore, there will be only eighteen passengers.

Final Preparations
Comdr. Eskener has instructed the passengers to take a special train from Tokyo at midnight, arriving at Kasumigaura at 2 a.m. for the departure at 4 a.m.

At Kasumigaura refuelling and re-gassing has been completed. There was a windless, almost cloudless sunset, which promises propitious weather for the hop off.

Major Shibata has definitely booked, making the total of passengers nineteen.

Accident and Delay
Tokyo, To-day.

At Kasumigaura, an accident which occurred while drawing the Graf Zeppelin from the hangar at 4.07 this morning delayed the departure.

All the passengers and crew went aboard at 5.47.

When the airship was almost wholly withdrawn from the hangar, a gondola, containing the rearmost motor, sharply struck the ground, breaking two struts.

The Zeppelin returned to the hangar, and it is not certain whether she will start to-day.—Reuter.

INDIA'S FLOODS

Srinia, Yesterday.

The situation in the flood areas is again normal and the evacuated villages reoccupied. There is no cause for further anxiety.—Reuter.

SITUATION IN KASHMIR NOW NORMAL

Srinia, Yesterday.

The situation in the flood areas is again normal and the evacuated villages reoccupied. There is no cause for further anxiety.—Reuter.

BIG AIR RACE

NEW BRITISH PLANE FOR GUGGENHEIM PRIZE

AT LEAST 12 ENTRIES

London, Yesterday.

The new British aeroplane, with which it is hoped to win the Daniel Guggenheim "Safe Aircraft" Competition in the United States this autumn, will soon leave Great Britain for America.

Those who have seen it fly say it has remarkable properties of slow flight at amazing angles to the ground.

The aeronautical correspondent of "The Times" says the machine has been designed by the Handley Page Company and full advantage has been taken of the automatic slot, the use of which retains lateral control of an aeroplane when its speed has become so low that otherwise it would become still and spin into the ground. Its wings are more than usually well provided with slots and, in addition, there are flags along the trailing edge which also greatly add to its capacity for a slow flight under perfect control. A photograph of the machine represents it leaving the ground at an angle of at least 45 degrees.

Such an angle is impossible for a normal machine and the fact that it could fly off the ground in such a position, with perfect control, indicates that the pilot when landing should be able to do so at such a slow speed that the machine can be regarded as almost "fool-proof."

The first prize in the competition is of the value of about \$20,000.

All the competing machines must be presented at Mitchell Field, Long Island, on or before October 31 next. According to the latest information there are at least twelve entries.—British Wireless Service.

Greatest Speed

London, Yesterday.

According to the newspapers the greatest speed ever attained in the air, nearly 350 miles an hour, was reached by Flying Officer Waghorn in the Supermarine Rolls Royce monoplane Blue Rocket at Southampton yesterday in a Schneider Cup practice flight.—Reuter.

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TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

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ROOMS WANTED.—By Bachelor—furnished or unfurnished—bed-sitting room or bedroom and sitting room, bath, kitchen, verandah if possible on Peak or mid levels. Please state location and rate. Box No. 518, c/o "China Mail."

SITUATION WANTED

EURASIAN GIRL with experience wants position as NURSEMAID. Will live in. Apply Box No. 607, c/o "China Mail."

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Successor to
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TERMS VERY MODERATE
Consultation Free.

PUBLIC AUCTIONS.

**G. R.
PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 26th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
As per sale plan.		14,256	154	2,563

**G. R.
PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
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PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
As per sale plan.		8,840	102	12,114

**G. R.
PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 26th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
As per sale plan.		6,321	44	9,628

**G. R.
PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 26th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Waterloo Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
As per sale plan.		11,000	10,000	10,000

NOTICES.**NOTICE.**

In re J. E. HANCOCK
(Deceased).

ANY CLAIMS against the late Mr. J. E. HANCOCK should be forwarded without delay to J. N. OWEN, c/o Messrs. Dodwell & Co., Ltd., Queen's Edges, Hong Kong. This Notice admits no liabilities.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, August 23, 1929,
commencing at 11 a.m.,
at No. 4, Granville Road
(2nd Floor), Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE.**
(Catalogues will be issued.)
Terms:—Cash on Delivery.

On View from Thursday, August 22, 1929.

LAMMERT BROS.,
Auctioneers.
Hong Kong, August 19, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, August 27, 1929,
commencing at 10.30 a.m.,
at Godown No. 18, The Hong Kong
& Kowloon Wharf & Godown
Co., Ltd., Kowloon.

A Large Quantity of
MISCELLANEOUS GOODS
Comprising:—

Flat, Round, Square and Long
Iron, Wire Nails, Iron Plates, Iron
Wire, Toilet Goods, Japanese Por-
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Cigarettes, Tobacco Leaf, Matches,
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Hong Kong, August 20, 1929.



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FAMOUS CHARGE**THE "DEATH OR GLORY BOYS"****AN ANNIVERSARY**

A model in sugar of the historic charge of the 17th Lancers—"the Death or Glory Boys"—at Ulundi, which closed the Zulu war, was on the banqueting table at a London hotel recently. It stirred many memories in the minds of the company seated at dinner. Among them were 22 white-haired men—all survivors of the gallant charge—celebrating the fiftieth anniversary of the battle.

Colonel Mortimer G. Neeld, who at the time was serving as orderly officer to the colonel of the regiment, the late Colonel Sir Drury Lowe, came up from his Wiltshire home to preside. Other survivors came from all parts of the country.

Among them were:—
Major Anstruther, of Taunton, one of the five surviving officers;
Mr. W. A. Mowatt, of Blyth, Northumberland;
Mr. W. Hands, of Hull;
Mr. F. Langley, of Worcester;
Mr. T. Boyne, of Bristol and
Mr. J. G. Richardson, of Cam-
bridge.

Mr. W. Woodyard, of Potters Bar, who organized the dinner, stated that 15 of their old comrades were unable to be present owing to illness. Two others were abroad, one in India and the other in Australia.

Mr. Woodyard said:—"Most of us are now 'has-beens' of between 70 and 80 years of age. Until two years ago, when we held a similar gathering, most of us had not seen each other for about 40 years. Nowadays most of us are living quietly in retirement."

Recalling the stirring events of that July morning in 1879, Mr. Woodyard said:—"It was in beautiful moonlight, I remember, that we set off to cross the river to be ready to engage the enemy on the other side. A hollow square was formed, with Gatling guns mounted at the corners and with a few old seven-pounders to give them support. The Zulus did not know very much about firearms, and their method was to join up the regiments some distance off and then make a massed charge with their assegais."

The Unbreakable Square
"As we expected this was exactly what they did. I remember that the Gatlings got choked, but although the Zulu attack was continuous the square stood solid. Not once did it break. If it had, not a single man would have been left alive to tell the story. At last the Zulus turned. The square opened, and we mounted and went out and chased them. That finished it."

The battle of Ulundi was fought a mile from the royal kraal of Cetewayo, a Zulu army some 20,000 strong being totally defeated by Lord Chelmsford. The British force, consisting of the second division and Wood's column, numbered in all 4,200 Europeans and some 1,000 natives. After the fight the royal kraal was burned.

JAMES SMITHSON**FOUNDER OF THE SMITHSONIAN INSTITUTION**

A month after the death of Sir Humphry Davy at Geneva, James Smithson passed away, at Genoa, dying there June 26, 1829, and being buried in the old English Cemetery on the heights of San Benigno. During his lifetime, Smithson was known among his scientific contemporaries as a student of chemistry and mineralogy and he had had the good fortune to count among his correspondents and friends such men as Black, Thomson, Cavendish, Biot and Arago, and had lived at various times in Berlin, Rome, Florence, Geneva and Paris. He had for the most part apparently lived a lonely life, never marrying and suffering somewhat from the disabilities of his illegitimate birth.

His father was Hugh Smithson, afterwards Hugh Smithson Percy, 1st Duke of Northumberland of the third creation, a Privy Councillor and Lord Lieutenant of Ireland; his mother Mrs. Elizabeth Hungerford Macle, already twice a widow, when the son, who for the first thirty years of his life bore her name, was born. It was as James Macle the boy was entered as a Gentleman Commoner of Pembroke College, Oxford, in 1782, it was as James Macle he graduated M.A. at the age of 21, in 1786, and it was as James Macle he was the following year admitted a Fellow of the Royal Society, his sponsors, among whom was Cavendish, declaring him to be "a gentleman well versed in various branches of natural philosophy, and particularly in Chemistry and Mineralogy." Altogether Smithson—exactly at what time he obtained permission to assume his father's surname is not known—published 27 scientific papers, and at his death left a large collection of notes and manuscripts. From the first he enjoyed the advantages of wealth, and through his mother could claim lineal descent from Henry VII.

But his fame to-day is not due to his connection with noble families, or his scientific attainments; but to the provision he made in his will for the founding at Washington in the United States "under the name of the Smithsonian Institution, an establishment for the increase and diffusion of knowledge among men." It was not till 1837 that any part of Smithson's bequest was sent to America, it was not till 1846 that the American Government could make up its minds to become the guardian of such a trust, but in September of that year the Board of Regents of the Smithsonian Institution met for the first time; Joseph Henry as the first secretary, and from that time onwards there has been no looking back.

From Smithson's fortune of about \$120,000 have come the inauguration of many notable enterprises; the National Museum, the National Gallery of Art, the Bureau of American Ethnology, the National Zoological Park, the Astrophysical Observatory, expeditions, explorations and exhibitions. It was the Regents of the Smithsonian Institution, who authorised Henry in 1855, to suggest to the British Association the formation of a catalogue of scientific memoirs, which led ultimately to the International Catalogue of Scientific Literature, while the Reports, Proceedings and Bulletins of the Smithsonian Institution itself have been issued in their millions.

"Smithson's wishes," once wrote Langley, one of Henry's successors "have been carried out by those immediately administering them with a constant scrupulous thought of the intent of the founder, while in doing this the best results have flowed from a rigid construction of his own words, so briefly expressed, but of distinct but parallel paths, the 'increase' and 'diffusion' of knowledge."

The motives which led Smithson to make his bequest to the United States, a country he had never visited, remain unknown, but of the fruitfulness of his bequest there is no question. Of the man himself we know little, and all his papers were unfortunately destroyed in a fire in the Library of the Institution in 1865. "Engineer-
ing."

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THE PHILIPPINES**FRESH MOVEMENT FOR INDEPENDENCE**

Washington, July 16.
A renewed movement to give the Philippines independence was originated with a stirring appeal for freedom by Mr. Manuel Roxas, Speaker of the Philippines House of Representatives before the Senate Finance Committee.

Later Senator King, who has long advocated such independence, announced that he would move next session for the adoption of his bill to free the islands as soon as the Philippines established constitutional government. Senator King said he would also press for action on a resolution asking the President to open negotiations with all Pacific Powers for a treaty guaranteeing the neutrality of the islands. Senator King claims that the growing competition of sugar from the Philippines with domestic sugar will soon force the United States to grant the islands independence, which has been mentioned frequently during the tariff hearings.

Owing to a Spanish Air Force plane falling into an air-pocket two officers were jerked from their seats and fell 4,000ft.

UNCLAIMED TELEGRAMS.**THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Tusu, from Amoy.
Honehart, from Kobe.
Osque, from Shanghai.
Dubosc Dartagnan, from Shanghai.
Shikoyama, from Osaka.

E. V. JESSEN,
Superintendent.
Hong Kong, 15th August, 1929.

THE EASTERN AUSTRALASIAN TELEGRAPH

The following unclaimed telegrams are lying at the office of the Eastern Australasian Telegraph Company (Limited) of Australia:—
Shonsi, from Amoy.

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S.S. "ROSANDRA" Sails on or about 1st October.
S.S. ROMOLO Sails on or about 10th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "PIAVE" Sails on or about 6th September.
M.V. "REMO" Sails on or about 16th September.
S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.
M.V. "ESQUILINO" Sails on or about 15th October.**NATAL LINE OF STEAMERS**FROM CALCUTTA & COLOMBO TO
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KOREA MARU Wednesday, 4th September.

SHINYO MARU Wednesday, 18th September.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIDZUKA MARU Monday, 9th September.

YOKOHAMA MARU Monday, 23rd September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

HAKOZAKI MARU Saturday, 21st August.

HAKUSAN MARU Saturday, 7th September.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 25th September.

AKI MARU Wednesday, 23rd October.

BOMBAY via Singapore, Penang, & Colombo.

TOKUSHIMA MARU Wednesday, 28th August.

SADO MARU Wednesday, 11th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

RAKUYO MARU Tuesday, 24th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Friday, 30th August.

NEW YORK, BOSTON via Panama.

TAKETOYO MARU Friday, 30th August.

MAYEASHI MARU Thursday, 12th September.

LIVERPOOL via Port Said, Constantinople, Genoa.

LYONS MARU Friday, 20th September.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU Thursday, 20th August.

PENANG MARU Sunday, 8th September.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

AMAZON MARU Monday, 9th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

HAWAII MARU Monday, 7th September.

BOMBAY—Via Singapore & Colombo.

SHINNOH MARU (Cable at Karachi) Tuesday, 3rd September.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

MEXICO MARU Wednesday, 28th August.

PENANG—Via Singapore, Penang & Rangoon.

SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

Via Manila, Brisbane & Sydney.

HOLLAND & FAKHOL Thursday, 6th September.

Indian ports, San Francisco & Panama.

Amoy Sunday, 25th August.

Amoy Sunday, 25th August, 2 p.m.

Amoy Sunday, 25th August, 10 a.m.

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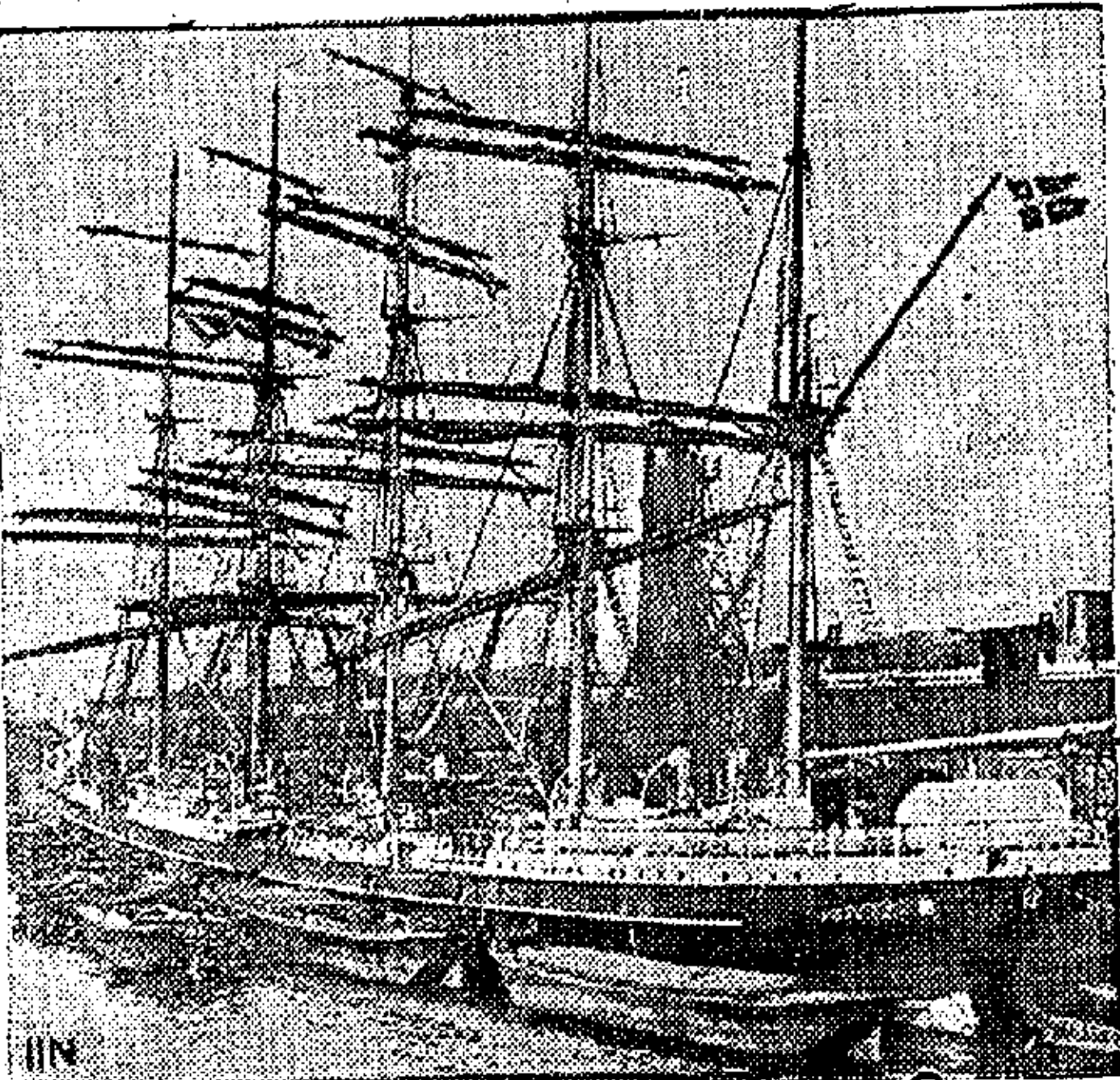
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**DUTCH TORPEDO**FIRST OF EIGHT HANDED
OVER

Eight torpedo-boat destroyers are being built for the Dutch Navy, to the designs and with the technical assistance of Messrs. Yarrow and Co., Ltd. One of these vessels, the "de Ruyter," built by Messrs. Koninklijke Maatschappij de Schieda, Flushing, has now been handed over to the Dutch naval authorities after having completed a very successful series of trials, says "Engineering." The "de Ruyter" has an overall length of 322 ft. with a beam of 31 ft., and a contract speed of 34 knots in a loaded condition. The speed obtained on the full-power official trial was, however, it may be noted, practically 36 knots, and the radius of action at low speeds has correspondingly exceeded the guaranteed figure. Externally, the vessel somewhat resembles Messrs. Yarrow's recent destroyer for the British Navy, H.M.S. "Ambuscade." The armament of the "de Ruyter" consists of four 12 cm. (4.7 in.)

FOR TORONTOA PROPOSED SEAPLANE
HARBOUR

Toronto's ambition to have one of the finest seaplane and landplane ports on the Continent reached a step forward with the announcement that an application of the Toronto Harbour Commissioners for a grant of 100,000 dollars to cover the initial stages of construction of a seaplane harbour on Toronto Island was approved by the Board of Control. The proposals of the Harbour Board as recently outlined call for an expenditure of 569,000 dollars spread over a period of years, this amount to be later stepped up to 2,000,000 dollars. At the present an expenditure of 100,000 dollars only is contemplated in the development of 55 acres of land on the old western sand bar immediately to the South of the Western Gap, to provide a base for seaplanes and amphibians, with the necessary hangars and office buildings. It is proposed that the port and equipment should be controlled by the harbour commissioners.



The story of Tristan da Cunha natives of the far-off South Atlantic gives new details of the disappearance of the "Kobenhavn," the largest sailing vessel in the world. Its fate has been a mystery since reported missing with sixty cadets aboard. Captain H. Kristensen, of the Danish merchant ship "Mexico," has been searching for the missing vessel and credits the natives' story with a great deal of truth. They say the "Kobenhavn" was seen, all sails furled and none on board, drifting in the currents of the Tristan da Cunha islands. Captain Kristensen is refuelling and continuing his search.

SPANISH MERCHANT FLEETTHE QUESTION OF NEW
MOTORSHIP TONNAGE

Apparently the revival of an old scheme is represented by the plan submitted to the Government by the Spanish Transmarine Trading Association of Barcelona with a view to modernising the Spanish merchant fleet, of which more than 50 per cent. consists of ships of the age of twenty years and over. The scheme aims at the construction of motorships of a total of 650,000 tons, spread over a period of four years, and one-sixth of the tonnage, it is suggested, should be provided with refrigerating plant for the transport of fruit and other perishable commodities.

At the present time Spain devotes about 8,000,000 pesetas per annum to supporting the home shipbuilding industry, the assistance being given in the form of the payment of from 255 to 400 pesetas per ton on cargo ships and trans-Atlantic passenger ships respectively. In order, however, to carry out the suggested new plan of construction the grant of a considerably larger sum would be necessary, and the question now is whether the Government will be able to increase the subsidy to any considerable extent.

RIVAL UNIONS

REPORTED SETTLEMENT

London.—I understand (writes a correspondent of the "Journal of Commerce") that the industrial dispute involving a large number of sailors and dock workers who belong respectively to the National Sailors and Firemen's Union and the Transport Workers' Union, has been settled satisfactorily to both parties, largely through the good offices of Commander Kenworthy, M.P.

A number of long conferences have taken place, and as a result a compromise has been reached which means that the war between the two unions named will come to an end to the mutual satisfaction of both. Certain details have to be worked out, and when that has been done an official announcement will be made.

P. & O. SERVICE

London, July 16. The Peninsular and Oriental Line announces the abolition of second-class accommodation on the "Mongolia" and "Moldavia" and its conversion into third-class, for which £38 to £50 will be the new minimum fares. First-class fares on these vessels will be £100 to £120. The "Mongolia" has been almost reconditioned and will sail from London on September 6, via Marseilles and Capetown. The "Moldavia" will enter the service in April.

EUROPA'S ESCAPE

Berlin.—The North German Lloyd liner "Europa" narrowly escaped disaster on leaving Grydock on completion of repairs necessitated by the fire of March 28. The "Europa" had just taken the water when the after part of the dock sank after a heavy explosion. The vessel, being already out of dock, sustained no damage.

SUBMERGED WRECKHARBOUR TRUST LIABLE FOR
DAMAGES

London.—Quoting the judgments in the "Orita," the famous case involving the question of submerged wreck in the Mersey, Mr. Justice Wright in the Commercial Court found that the Harbour Trust and Harbour Commissioners failed in their duty to investigate and were liable for damages sustained by the steamer "Orita City," owned by the St. Just Steamship Co., Ltd., of Cardiff, which struck the hidden wreck of the steamer "Burnhope."

The Commissioners as defendants, said they had reason to think the wreck was dispersed before the "Orita City" had her accident on August 1 last, sweeping had failed to find it, and the hydrographic depot had reported that it was no longer a danger to navigation. The "Orita City" chose to anchor near a spot which was marked on the chart "wreck, 1916."

The pilot of the "Orita City" said that when the wreck ceased to be buoyed he was entitled to assume that it had ceased to be a menace.

Captain Henry Francis Defrantes, in the course of his evidence, said he in the Thames swept with 100 fathoms of wire running on the bottom, and when the defendants used 15 fathoms of chain, it was not so satisfactory.

Mr. Justice Wright, in his judgment, said tenders were invited for dispersing the "Burnhope," a vessel of 1,900 tons gross and 35,140 was tendered, but no contract was entered into. The diver could not find the wreck. There seemed to be diversity of positions assigned to it, and his Lordship thought the authorities desisted too soon from their attempts to identify the wreck, and about the end of December the buoy was removed.

He came to the conclusion that there was failure to exercise reasonable care and skill in identifying position of the wreck, and in effectively removing or dispersing it. The wreck was found after the "Orita City's" accident, and was then dispersed.

The position of harbour authorities to ships using their waters was clearly stated by Lord Phillimore in the case of the "Orita," and by Lord Justice Scrutton in the Court of Appeal. The Commissioners too lightly formed the conclusion that the wreck had been dispersed, but it was the fact that no other vessel than the "Orita City" ever found it. Their ignorance of the position was entirely unjustified, was his Lordship's conclusion, though it might well be that they innocently failed to discharge their duty to vessels coming in.

There would be judgment for plaintiffs for an amount of damages to be ascertained.

COSULICH LINEIMPORTANT CAPITAL
INCREASE

In view of inaccurate communications with regard to the position of the Cosulich Line, the management of the company has issued an official communication.

It is stated in this communication that, in view of the settlement of some important outstanding questions with the Italian Government, it is now certain that a leading banking house associated with the company will declare itself generally disposed as soon as the above settlement has taken place, to guarantee an important capital increase by transactions to be executed as early as possible.

CONSIGNEES' NOTICES

Consignees of cargo ex a.s. "Benlawers" are reminded to take delivery of their goods which will be subject to rent after August 23. Consignees of cargo ex M.V. "Asia" are reminded to take delivery of their goods which will be subject to rent after August 24. Consignees of cargo ex a.s. "Banwyyia" are reminded to take delivery of their goods which will be subject to rent after August 27.

MOVEMENTS OF STEAMER

The B.I. s.s. "Talma" left Kobe for this port on August 20, a.m., and is due here on August 26, a.m.



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TUES. 27th

AUGUST

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

AUGUST

SUN. 25th

FRI. 30th

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MOREA	10,953	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,916	28th Sept.	Bombay, Marseilles & London.
KARMAIA	9,128	12th Oct.	Marseilles, London, Rotterdam & A'werp.
MIRZAPUR	6,715	16th Oct.	Straits, Colombo & Bombay.
KALIAN	9,114	20th Oct.	Marseilles, London, Rotterdam & A'werp.

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*DALGOMA	5,553	3rd Sept.	Singapore, Penang & Calcutta.
*KARBETA	5,527	15th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	4th Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,013	18th Oct.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	21st Oct.	Singapore, Penang & Calcutta.

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carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	30th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	
ST. ALBANS	4,500	3rd Jan.	

*Calls Port Holland & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
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The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolumbo, Tawao, Timor, Darwin, or other ports en route as in-
dicated on the shipping schedule.

Frequent connections from Australia with the following:—
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Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*GARBETA	5,327	26th Aug.	Moji, Kobe & Osaka.
KARMALA	9,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*NAGORE	5,283	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yokohama.
MANTUA	10,916	13th Sept.	Shanghai.
TILAWA	10,006	14th Sept.	Amoy, Moji, Kobe & Osaka.
*MIRZAPUR	6,715	17th Sept.	Moji & Kobe.
TALAMBA	8,013	19th Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
KALIAN	9,114	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NELORE	6,563	29th Sept.	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	7,936	1st Oct.	Amoy, Moji, Kobe & Osaka.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
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S.S. "CITY OF CANBERRA"	Via Suez Canal	10th September
S.S. "PYRRHUS"	Via Suez Canal	30th September
S.S. "CITY OF NORWICH"	Via Suez Canal	6th October

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
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N.M.B. AGREEMENT

ANNUAL LEAVE FOR
OFFICERS

With the new and greatly improved annual leave National Maritime Board agreement which came into operation on July 1, the officers' representative organisations confidently hope that it will not only mark the beginning of a better position in every possible respect in the matter of annual leave for officers, but that it will also mean the end definitely of the troublesome claims in respect of annual leave—when disputes as to how often been the case have arisen—when the societies have been called upon to undertake from time to time on behalf of their members. It is true that in the majority of these cases in recent years the Imperial Merchant Service Guild has been able to obtain satisfactory settlements direct with the owners concerned, but on the other hand, owing to the wording of the old clause, there has naturally been in many cases direct conflict of views as to whether the leave on pay was rightly claimed or not under the clause. There is no doubt that it has frequently been a source of irritation to all concerned, and it will be satisfactory to all parties that this contentious matter has now been put upon a satisfactory basis. The Guild has recently had in hand a claim on behalf of a member, whose case was difficult to settle. Negotiations are proceeding with the hope that a satisfactory settlement will be reached in due course. They hope, however, that this will be the final case of its kind to come before them.

It should be mentioned incidentally that the new leave clause has given much satisfaction to the officers themselves, who will in future be quite definitely entitled to leave on pay in accordance with the terms of the agreement, without being obliged to apply for it as heretofore. The drafting of the agreement in respect of this new clause was a very decided achievement on the part of the shipowners and Officers' Societies presented on the N.M.B., deserving of the congratulations of all.

NAUTICAL COLLEGE

GREAT SUCCESS IN THE
MERCHANT NAVY

Mr. P. H. Devitt, chairman of the school management, speaking at Pangbourne Nautical College, Founders' Day celebrations said that from time to time criticisms had been made that the college was not training the right type of boy to officer the Merchant Navy.

The many successes achieved by cadets trained at that college proved that criticism to be entirely unjustified. An analysis showed that of the cadets trained at the college 65 per cent. entered the Merchant Navy, 10 per cent. the Royal Navy, while the remaining 24 per cent. joined the Air Force or the Army or took up other professions.

He hoped that one day Britain would follow the example set by thirteen other nations, and would have a sailing training ship which would enable boys, not only from Pangbourne, but from I.M.S. "Worcester" and "Conway," to have twelve months' training. That training would help them to acquire those resources and qualities which are only possible of achievement in a training ship.

Vice-Admiral Sir Stanley Colville addressed the cadets, and prizes were presented by Lady Adelaide Colville. The gold medal presented by the King to encourage the cadets to acquire and maintain the qualities which will make the finest sailor, was won by Cadet Captain Chatterton.

BRITISH MOTORSHIP

It is generally thought that Britain, relatively, is not making such headway in the adoption of motorships as is the case in other countries. This statement may be true so far as cargo vessels are concerned, but it does not apply to passenger liners or tankers.

Of these vessels there are as many under construction in Britain as in the rest of the world combined.

According to "The Motor Ship," there are now 27 motor passenger liners of over 10,000 tons gross being built, and of these 13, totalling nearly 200,000 tons gross, are on the stocks in British yards. During the past two months a considerable number of orders for motor tankers has been placed, totalling over 200,000 tons deadweight capacity, and of these rather more than half or well over 100,000 tons d.w. are building in British yards. Incidentally, they include an order just placed for one of the biggest tankers ever built, a 16,000-ton ship for Scandinavian owners.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

August 22 to 28, 1929.

DATE	HIGH WATER	LOWER WATER
August	Standard Ht. Times	Standard Ht. Times
Thurs 22	m 10.2 7.1	m 3.5 2.9
Fri 23	m 10.4 7.1	m 4.3 2.7
Sat 24	m 11.2 6.7	m 5.0 2.6
Sun 25	m 0.8 5.3	m 6.1 2.8
Mon 26	m 0.8 4.4	m 6.5 2.7
Tues 27	m 1.2 5.3	m 7.1 2.8
Wed 28	m 1.2 5.3	m 7.1 2.8
Thurs 29	m 1.2 5.3	m 7.1 2.8
Fri 30	m 1.2 5.3	m 7.1 2.8
Sat 31	m 1.2 5.3	m 7.1 2.8

M.V. "BREMEN"

WANTS "PASSI GERS" NOT
BLUE RIBBAND

VISITORS ENTERTAINED

Southampton—Members of the Southampton Master Mariners' Club (the Cachalots), who were holding their weekly luncheon meeting, entertained as their guests the representatives of the German Mercantile Marine who were then in Southampton in relation to the visit of the "Bremen."

Captain S. N. Braithwaite, M.B.E., the club's captain, presided, and the guests included Herr Stadlander, Director of the North German Lloyd; Captain Koenig, marine superintendent; Captain Zander, marine superintendent; Herr Hein and Herr Overbeck, directors of the Weser Shipbuilding Co. and Captain P. Hauptmann, marine superintendent, representing the builders, and a large number of the officers of the "Bremen."

After the toasts of the King and the Master had been honoured, the President of the German Republic was immediately given by the chairman.

Captain W. V. J. Clark, D.S.C., then submitted that of the German Mercantile Marine and the "Bremen," and in doing so cordially welcomed the visitors. "We in this country," he said, "have always admitted that the German Mercantile Marine is most efficient and progressive, and one of the best in the world."

Proceeding, he said, he hoped the guests would forgive him if he did not give Germany pride of place as a mercantile nation, an honour he reserved for Britain, but he certainly was of opinion that they were an excellent second. (Laughter.)

The world owed Germany a great deal, however, in relation to shipping, for speaking as a lawyer, he appreciated how much the Hanseatic laws created by the merchants of Hansa had a bearing upon mercantile law even at the present time. He also thought the German Mercantile Marine must be admired for the remarkable fidelity, it had shown towards sailing ship training. He regretted that Britain had dropped the idea, having now, as far as he knew, only one such ship, the "Gartholpe."

He trusted that Germany would long continue to carry out such training. As far as the progressive spirit was concerned little need be said of a firm which had built such a ship as "Gartholpe," which he hoped would be entirely successful. As far as the ship's rivalry with the "Mauretania" was concerned, he was sure the fight for supremacy in speed would be abnormally interesting to the onlookers (applause).

Herr Stadlander, responding, referred to the honour felt by fellow countrymen at being invited to the luncheon that day. He personally appreciated the compliment immensely for the reason that the North German Lloyd prided itself on being one of the first companies to appreciate the advantages offered by the port. The happy relationship which existed between the N.G.L. and Southampton was a testimony of how the mercantile marine of the world was coming to be more and more a part of the life of the port.

"Passengers, Not Blue Ribband" With regard to the reference which had been made to the "Bremen," he had always been keen on the N.G.L. naming faster vessels but not for the purpose of winning ocean records. "I told Sir Thomas Royden in the spring," said Herr Stadlander, "that what we want is passengers, not the blue ribband." (Laughter.)

Captain J. G. Saunders, R.D.R.N.R., said, in proposing "Our Guests," that one of the objects of the club when formed was to put in motion some machinery whereby mariners and those connected with shipping, both in management and in building, should meet together in harmony that day.

He felt the highest ideal of the club was being realised by the presence of so many distinguished guests, representing between them the highest and most responsible positions in the Mercantile Marine. He referred to the enterprise of the North German Lloyd, adding that few companies would have had the courage to lay down two vessels of the size of the "Bremen" at the same time. "We, as German seamen, and the admiration in my case dates back to my boyhood days. Their ships are well-kept, well-disciplined, and as I admired them years ago, so I admire them now. The "Bremen," on the floating dock, had proved that what they had proved themselves capable of doing in the days of sailing ships they were capable of repeating in the era of steam.

Captain Koenig, who responded said his memory of the docks, dated back to the late years of the last century, when he visited Southampton in one of the N.G.L. earliest liners, some of which had been built in England. As far as the training in sailing was concerned, they felt in Germany that it was their duty to carry on the tradition which had been handed down through the centuries, especially as it was such a factor in training men for the sea. He was glad to learn that the sailing ship training was being incorporated in the ideal of the Southampton Master Mariners' Club, and trusted that it might prevail amongst the members. After the final toast of "Absent Cachalots" had been honoured, Colonel J. E. Doyle (German Consul at Southampton) referred with gratification to the meeting of seafarers of two such great nations, as had taken place that day, and expressed the opinion that mariners had more power in their hands to work for the cause of peace than either members of the Diplomatic Service or even Presidents and Rulers. Good-fellowship meant everything, and such gatherings fostered that spirit.

Bringing the largest number of passengers (2,432) to Europe this year, the "White Star" liner "Majestic" arrived at Southampton from New York. On her last two voyages, the "Majestic" has brought over nearly 5,000 American holiday-makers. The liner will now undergo her usual short summer over-haul.

ESTATES KRIAN

"INDUSTRY WILL EMERGE
TRIUMPHANT"

The annual general meeting of Rubber Estates of Krian, Ltd., was held at the registered offices, 7 Martin's-lane, Cannon-street, E.C. Mr. W. Arthur Addissall, chairman of the company, presiding.

The chairman said: "Gentlemen, I move 'That the directors' report and statement of accounts for the year ended December 31, 1928, as submitted to this meeting be and they are hereby received and adopted, and that a dividend of 5 per cent. be declared and paid.'

The net profit for the year, after payment of export duty and writing off depreciation, amounted to £6,003. In proposing the payment of a dividend of 5 per cent., the directors are of opinion that, as the financial position of the company is quite sound, they are justified in distributing to shareholders the whole of the profit earned.

At the last meeting I mentioned that we had given instructions to our manager to gradually take into tapping the areas which had been rested under restriction, so that the most economic unrestricted crop could be obtained from November onwards. This course was necessary having regard to the altered conditions affecting the industry and the reduction of costs of production to the lowest possible figure was of vital importance.

An examination of the accounts will show that that policy has been justified.

The Property The last report made by our visiting agent, Mr. Murray, tells us that the property has been well managed, and every attention has been directed towards economy. Our thanks are due, and are hereby tendered, to our manager, his assistant and staff.

Having regard to the sound financial position of the company, the directors have decided to improve the drainage scheme and to carry out the recommendations which their engineers have made. These include the installation of a pumping plant and the necessary machinery and erection of buildings for housing same. I feel sure that the estate will benefit materially as a result, and the value of the property enhanced.

With regard to the present condition of the industry, it must be remembered that since November 1st, when restriction was removed, shipments of rubber from the East have been abnormally heavy, but it has not yet been possible to discover how much of the rubber exported is represented by accumulated stocks, and how much by the actual production of new rubber. Owing to these causes the market price of rubber has fluctuated.

I am of opinion that too much weight is being given to this matter, which is purely conjectural. It must not be overlooked that during the long period of resting the trees have benefited considerably, and when tapping operations were resumed abnormal crops were obtained, and it is doubtful if such high yields will be maintained.

The hasty decision of the Government certainly placed the industry once more in the melting pot, but a recovery has been made from the very heavy blow.

I am confident that the industry will emerge triumphantly from its trials.

The chairman then gave particulars (which have already been published) regarding the company's interest in Edensor Rubber Estate, Ltd.

Mr. Cecil de Winton seconded the resolution, which was unanimously adopted.

The retiring director and the auditors were re-elected.

Damage to the extent of several hundred thousand marks was caused by a disastrous fire, which destroyed a large block of warehouses near the main station at Frankfurt-on-Main, containing cork, benzine, and other combustible goods.

A special excursion was run from Manchester to Liverpool to view the White Star liners "Alberic" and "Laurentie," in the Gladstone Dock. One thousand excursionists, inspected the steamers, and tea was served in the "Alberic's" saloon.

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Week Day Sailing from Hong Kong at 2 p.m.
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Estimates furnished on application.

Hong Kong, April 1, 1924.

PASSENGER LISTS

ARRIVALS

Per "Hector" from Britain via Singapore, August 20:—
E. B. Dreher, J. M. Fraser, Mrs. O. Gledhill, N. C. Irvine, Dr. R. L. Lancaster, R. G. Littlehales, R. H. Phillips and C. F. Thomas.

DEPARTURES

Per "Empress of Russia" for Shanghai and Vancouver, etc., August 21:—
V. J. Atkins, B. Andrade, V. Benjamin, Miss R. Paxson, Maj. R. H. Campbell, Mr. and Mrs. E. Calbo, Miss M. E. S. Dawson, Miss E. Davies, J. de Galla, E. Garcia, L. W. O. Gowen, F. Gangnat, S. Hampton, Ross, C. Hizon, C. Hard, J. R. Johnstone, Miss O. C. Johnson, Col. and Mrs. A. S. King, Lt. G. Kearns, Miss B. V. King, Capt. F. Maddox, Mr. John W. Mears, Lt. G. Ordway, Dr. D. Palines, Mrs. R. M. Rutters, F. X. C. N. Sequeira, M. A. Sequeira, Miss A. Sequeira, Mrs. J. Senet, Japt. and Mrs. R. C. Strachey, E. Tickango, R. Whitmore, Miss Bode, Dixon, Miss Gladia, Mr. and Mrs. Hunt, Mrs. Kincaid, Maraval, L. W. Mortimer, Orsco, Miss Reyes, Thomson, Watson, H. Adamson, Benitez Sister Claire, Miss A. F. Cobano, Miss A. Courtright, Sister M. de l'Esperance, J. Van Gent, Miss B. Hernandez, Mr. and Mrs. P. Hinkley, Mr. and Mrs. H. S. Korr, John Lake, Sister M. G. Loritt, Sister Marie, the Rev. J. G. Martinez, the Rev. L. A. Martinez, the Rev. S. G. Pirente, E. W. Raetz, Mrs. O. M. Robb, Miss G. M. Robb, Miss E. V. Segundo, E. J. Weaver, Miss F. Weaver.

Per s.s. "Tenyo Maru" for San Francisco and Los Angeles, August 21:—

S. Kato, Mr. and Mrs. Robert E. Park, F. X. da Silva, Miss M. J. da Silva, S. Ikeda, T. Inouye, Mrs. I. Mori, the Rev. J. McDermott, M. Kakiuchi, Miss S. Tamaki, Mr. and Mrs. Edouard Thy, Miss C. Palma, Miss C. Magno, Miss K. Armstrong, Miss E. Garlin, Mrs. R. C. Mohler, Mrs. Rosa Gossio Leon, and Mr. Jose Manuel Leon.

Per "Changste" for Australian ports via Manila, August 20:—

Dr. G. Lulham, Mr. and Mrs. A. M. McGregor, Mr. and Mrs. Coss, Miss Coss, E. Barnshaw, Mrs. MacLauran, J. L. Kelly, Miss Kenna, Miss Reilly, Mrs. Franklin, Brownhill, Miss Campbell, Miss Daly, Mr. and Mrs. J. R. Ferris, the Rev. T. V. Gilliland, Dr. and Mrs. Norrie, Mr. and Mrs. Crookham, Winterson, Ross, the Rev. and Mrs. Sowton and infant, Mrs. A. Tolhurst, Mrs. B. Diamond, Sister Oct, Sister Gay, F. Cavestany, the Rev. A. McPody, Mr. and Mrs. T. Hewitt and child.

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The Steamship.

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No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 16th August, 1929.

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No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

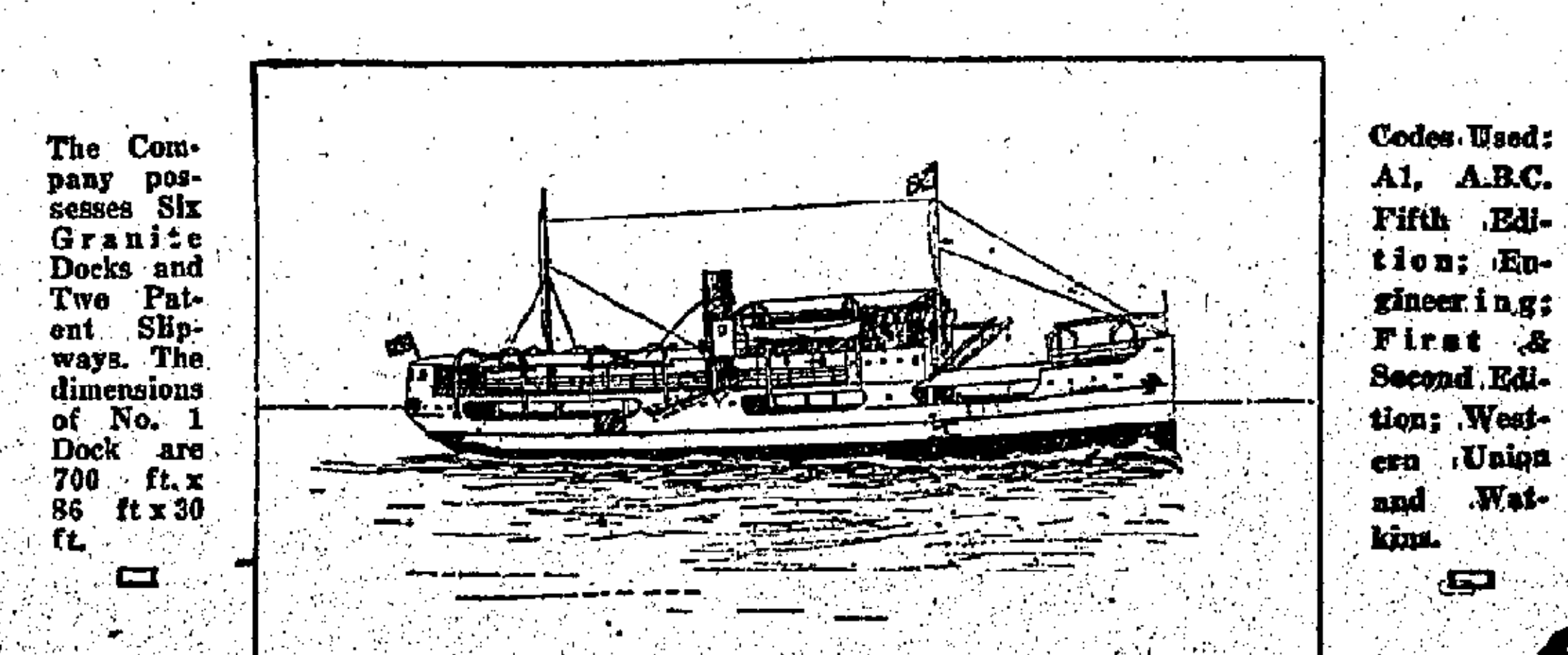
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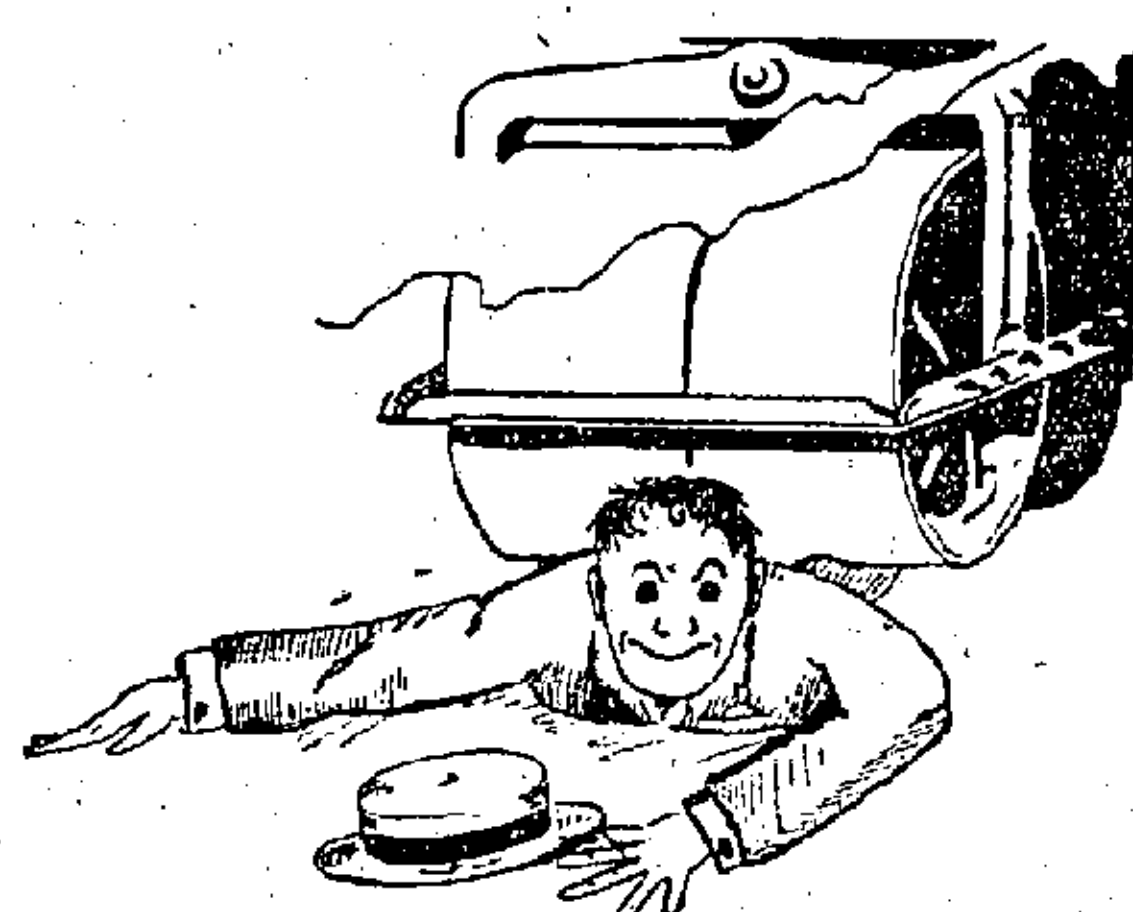
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Hong Kong, Thursday, Aug. 22, 1929.

INTERNATIONAL DISPUTE

Though the international conference at The Hague has now been meeting, with more or less regularity, every day during the past fortnight, practically nothing of a definitive nature has been done either as regards Reparations or the Rhineland. Discussion of these questions was the *raison d'être* of the Conference. The former calls for, at the request of the British, a reconstruction or, ultimately, a revision of the Allies' allocations made under the Young Plan decided by the Experts' Committee which met recently in Paris under the chairmanship of Mr. Owen Young, a New York banker. It was then decided, wisely or unwisely, to shelve the Dawes Scheme and substitute the Young Plan. Whether this received the unanimous approval of the Committee is not clear, but it was well-known that whatever decision should be reached it should not bind the Government of the country of any of the representatives.

The British or any other delegates at The Hague conference would therefore be fully justified in objecting to the new proposals, if they thought it expedient to do so. But the representatives of four of the Powers—France, Italy, Belgium and Japan—evidently finding that the Plan suits them, illogically and absurdly appear to think that it should also suit the British even though, in the matter of percentages, it is grossly and impossibly unfair to the British. They have been told so by Mr. Snowden, as the spokesman of the British Delegation.

But, with a perversity that is astonishing and certainly not very friendly, they persist in arguing that as the Plan suits them it should also suit the British.

They had better change their attitude on this point, as the British will not change theirs. Unless such a scheme is based upon equity to all concerned it is clearly inadmissible if objection be raised against it by the British or any other nation concerned. Until the British receive justice the deadlock will continue—and it should continue. Such schemes as the Young Plan are useless unless based upon justice to all concerned.

As for the Rhineland evacuation question, in spite of the fact that it has practically nothing whatever to do directly with Reparations, the French aver that it cannot be proceeded with until the new scheme is in operation. The whole affair seems to be decidedly Machiavellian, and it would be profoundly interesting to learn what precisely is at the bottom of it all. Meanwhile, the proceedings at The Hague Conference are more rapidly than ever bordering upon the farcical.

In the maternity ward of the Tung Wah Hospital on Tuesday, a young Chinese woman gave birth to triplets, all girls.

Hong Kong's quarantine restrictions against shipping arrivals from Saigon, on account of cholera and plague, have now been removed.

The preacher in St. Andrew's Church, Kowloon, on Sunday morning will be the Rev. A. D. Stewart, M.A., head master of St. Paul's College.

Senders of telegrams for Shanghai and beyond are informed that, owing to faulty cable connection, telegrams to and from Shanghai and beyond are subject to delay.

A fall of earth from an embankment opposite the Kowloon Cricket Club, yesterday, partially buried an earth cooler who was engaged on some excavation work at Cox's Path. He was extricated without difficulty, and was not injured.

Yesterday afternoon, Mr. A. E. Hall mentioned to Mr. T. M. Hazlerigg the case in which an employee of a sub-contractor's shop at Kau-yue-fong, was severely dealt with for attacking a bill-collector with a chopper, inflicting a serious wound on the shoulder. Mr. Hall pleaded extenuating circumstances in that his Worship had found that the assault was made at accused's master's instigation, and applied for revision of sentence. His Worship revised the sentence to one of a fine of \$50 in place of a prison term. In view, however, of loss of employment by the complainant as the result of the wound he had received, and medical expenses which he had incurred, accused must pay \$50 to complainant as compensation.

CANTON ITEMS**STEPS AGAINST DISEASE
TAKEN****HEALTH BUREAU WORK**

Canton, Yesterday.
The Bureau of Public Health has given notice to the public to be careful of foodstuffs at present, owing to the prevalence of the usual summer diseases, such as diarrhoea and dysentery.

So far no case of cholera has been reported, but the officers of the Bureau deem it safe to take every precaution against tainted meats and rotten fruits. In the same notice, sellers of raw fish conge which is in popular demand among the Cantonese, and of ice shavings and ices for cold drinks, are forbidden under a severe penalty to dispose of them to the public.

Health officers are being detailed to different sections of the city to inspect all foodstuffs.

Settlement of Butchers' Trouble

Our correspondent was informed at the Bureau of Public Health that the butchers' trouble is practically settled in principle and that by September 1 all outstanding questions between the Government and the butchers will have found a satisfactory solution.

Inquiring into the real reason of the butchers' opposition against the Government slaughter regulations, our correspondent learns from an official of the Bureau that the city butchers have no particular objections against them; but that they resent the inspection of animals by medical officers, as that means no sick animals can be used for human consumption; and it would appear that in the past the butchers have not been scrupulous as to the condition of the animals that they served to the public; of course, it stands to reason the new regulations will curtail the gains of the butchers.

Government Slaughter Houses

There are three Government slaughter houses; one in Salkwan, the second in Tungkwun, and the third on Honan Island.

The buildings have been erected according to the latest models existing in foreign countries, at a cost of \$300,000 local currency. This amount was obtained by means of farming out the slaughter houses to a company, the Lee Kung Co., under ten years' contract, in which the company will recoupate itself from the fees that are charged for the slaughter of animals, as follows:

cow per head	\$1.00
pig over 60 catties	.50
pig under 60 catties	.40
pig under 20 catties	.30
sheep per head	.20

Every animal, after inspection, is chopped with the Government seal in several parts of the body before it leaves the premises. Any butcher selling unchopped meat is heavily fined.

The bristles and the blood go to the management to defray the expenses of the establishment.

Each slaughter house is under the supervision of an American-graduated veterinary doctor, whose duties are to inspect all animals at all times as the animals are brought into the house.

It may be noted that the idea of a slaughter house was suggested last year after an official inspection by Cantonese officials of the slaughter houses in Hong Kong. The running of the Canton slaughter houses is based closely on the Hong Kong model.

Fire in Lamp Shop

Shortly after 10 o'clock last night a disastrous fire broke out at Choy Lan-street, destroying six houses and causing damage to the extent of several lakhs of dollars. The origin of the fire was reported to the police as a gas lamp being repaired in the Tung Cheong shop, which exploded and, before assistance could be called to extinguish the flames, the whole house caught fire.

With the gasoline and kerosene on the premises the fire made rapid headway, spreading itself to the adjoining houses. When the fire engines arrived, the fire was already making a firm hold. After working for about three hours, the fire brigade was able to control the fire but even up to this morning there was still to be seen flames and smoke issuing from the premises.

Consignment of Silver

The third consignment of silver consisting of 3,300,000 ounces is ready at Shanghai for shipment.

Mr. Chau Mun-cho, Manager of the local Central Bank, has given information that this consignment is expected very shortly.

Honan Public Park

The Hoi Tong Monastery on Honan Island, according to municipal plans, will be thrown open as a public park. At the moment the monastery is being made use of by military officers as headquarters. The Municipality is now arranging with the officers to vacate the monastery at the earliest moment.

Municipal Hospital

The Municipal Hospital, which was built at a cost of \$120,000 local currency, is now completed and will soon be open to the

SORDID STORY**GIRL TELLS HOW CONSTABLE
WAS MURDERED****ASKED TO SELL HERSELF**

A sordid story was unfolded by a Chinese girl, 18 years of age, when the preliminary trial of a Chinese constable on July 11, was opened yesterday at the Kowloon Magistrate's Court, before Mr. T. S. Whyte-Smith.

The accused, Lam Ling, according to Mr. H. Somerset Fitzroy, Crown prosecutor, lived on a vacant lot of ground near Kun Chung market with the young girl. Their relationship was doubtful. It was believed that the girl had seen all that had occurred, but if she was his wife, her evidence would not be admissible.

The constable, Sapuran Singh, was last seen on July 10, at 8.45 p.m. He was missing the next morning and a search was made. The body was found on vacant ground at the corner of Canton and Jordan-roads. Most of his clothing were torn away. His head was almost severed. His holster, minus the revolver, was lying near by. There was also a chopper near the body.

Constables Revolver

The accused and the girl were traced the next day. They were in Chinese territory, a few miles beyond the British border line. They were walking along a railway track, and in their wake were other two men, who were following them. Suddenly accused was seen to have thrown something in the path. The two men who followed them picked up a revolver which the accused had thrown away. They chased the accused and eventually brought him back to Hong Kong. That revolver was the one taken from the murdered constable.

The girl emphatically denied that she was the lawful wife of the accused. She said that she had been kidnapped by the accused, and had been forced to live with him. On the night of the murder, the accused and the constable were engaged in conversation. Later the accused had asked her to go with the Indian, saying that he had already been paid \$2 for it. She refused and the constable demanded the return of his money. The accused told her to do his bidding, saying that he was after the Indian's revolver for use in Canton.

A Threat to Kill

She again refused and when the Indian asked for his money again, the accused got hold of a bamboo pole and struck him. A struggle ensued, and the Indian wrenched the pole from accused and struck him with it. Accused then got hold of a chopper. She then ran away, but before that accused had asked her to help him saying that he would kill her if she refused.

The girl said that she ran to her brother in Austin Road and when she returned later, she found the accused and the Indian sitting down talking.

The hearing was then adjourned.

Private John Naismith, of the 1st Battalion, the King's Own Scottish Borderers, who had been missing from barracks for a week, gave himself up to the Police yesterday. He was turned over to the Military authorities.

An official return made by the Sanitary Department for the 24 hours ended yesterday, showed beside the word "Plague," a notifiable disease, that three rats, evidently infected, had been captured in the Victoria registration district.

On account of bad weather, it is notified that the promenade concert arranged to take place at the Volunteer Headquarters, to-morrow evening, has been cancelled.

To determine the mental status of Australian aborigines and to ascertain the relation of their physical efficiency to their mental development, Professor S. D. Porteus has left Melbourne on an expedition to the North-West of Western Australia.

public. It is situated at Pui Fok street in the north of the city.

Cinema Dispute

As previously intimated, the Canton cinema firms closed their theatres in opposition to the increased amusement tax collected by the new tax farmer.

The Municipal Finance Department has mediated three times for a settlement between the parties concerned, but without result. It is now reported that the Bureau hopes to solve the difficulty by adding a further sum of \$30,000, to the previous tax of \$45,000, instead of charging a percentage on each ticket sold at the theatres, but it appears that this arrangement is not satisfactory to the tax farmer and the matter is now again submitted to the Government for further consideration.—Canton News Agency.

P'RAPS—**P'RAPS NOT!**

An American millionaire was being shown by an agent over a Highland estate he intended to buy. When they reached the house the millionaire noticed over the entrance hall the motto: "East, West, Home's Best."

Turning to the agent, he remarked, pointing to the motto: "I must make one stipulation. That fellow Home has got to take down his advertisement."

Wife: "George, dear, are there any fashions in that paper?"
George: "Yes, but they're out of date—it's the morning paper."

"Mrs. Lucie is quite frank, isn't she?"
"Frank? Why, she calls a spade a steam shovel!"

"Cool morning, Farmer Moggs," said the butcher to a customer.
"How are you?"

"Quite well, thanks," responded the farmer.

"Wife and family quite well?"
"Yes, quite well."

"Well, then," continued the butcher, "I know now that the leg of mutton you had, and never paid for, and said was bad, must have been good."

The young heir was in trouble again, and, called to the dining-room, had to submit to the inquisition of his mother.

"You bad boy" she exclaimed.
"Now, where are all those tarts that were left on the table?"

"I—I don't know," returned the culprit. "They, seem to have vanished into the empty air!"

The following is told of Winston Churchill when working at the Admiralty. An American journalist was granted an interview.

"I've turned down seven of your compatriots this morning," exclaimed Winston, nodding towards a pile of visiting cards.
"I know. I'm them!" replied the American.

Mrs. Brown was buying a suit for her son, a growing lad. "Will this material give?" she asked.
"Madam!" exclaimed the assistant, "this is guaranteed finest Scottish tweed."

"I bought a new car, and traded in my player piano as first payment. 'I didn't know they accepted player pianos as payment on new cars.' 'They don't usually, but the salesman is a neighbour of mine.'"

A teacher had dwelt with wearisome iteration on the part played by carbohydrates, proteins, and fats respectively in the upkeep of the human body. At the end of the lesson the usual test questions were put.

"Can any girl tell me the three foods required to keep the body in health?" was the first one.

There was silence till one maiden replied: "Breakfast, dinner and tea!"

There was once a politician, formerly a farmer, whose reputation was such that a colleague, meeting an old man from his district, asked confidentially:—

"What do you think of him down your way; is he an honest man?"

The countryman stroked his whiskers and smiled.
"Would you call him a liar?" asked the other.

Another stroking of the whiskers, then he replied:—

"Well, now, I don't know that I'd go so far as to call him a liar, but those as knew him down our way do say that when he wanted his pigs to come for their feed he had to get some one else to call 'em."

Uncle: "I suppose you two are putting something by for a rainy day?"

Young Wife (brightly): "Oh, rather! We're saving up for a closed car!"

Child (calling up chimney): "Please, Santa Claus, bring me a bicycle, a steam train, a wool-wife, an' a great big box of soldiers—(pause)—now I s'pose I must go to bed an' wake up to find handkies, hair brush an' comb, an' a book 'for clean hands' in my stockin' to-morrow morning!"

"Why did you send for the Muggleswick fire-engine? You've got one of your own," said a countryman to the captain of the village fire brigade.

"Of course we have," replied the captain, "but so many people borrowed it last year, to water their lawns that we don't know where it is!"

"Are you quite sure that your mistress is out?"

"Absolutely sure, I'd lose my place if I wasn't sure."

SIR FREDERICK MOTT

Publication Of Memorial Volume

DISTINGUISHED CONTRIBUTORS

Sir Frederick Mott died during his year of office as president of the Royal Medical-Psychological Association, and at a meeting of members shortly after his death it was felt that some appropriate way of expressing gratitude for all that he had done for them and for psychiatry must be found. A mere memorial in bronze or stone appeared to the members to be insufficient, and Dr. Frederick Golla, who was present, spoke of the custom abroad whereby all who so desired could contribute to a publication some fragment of appreciation or some useful piece of work inspired by the master they wished to commemorate. Dr. J. R. Lord, who succeeded Sir Frederick Mott as the president of the association, was captivated by this suggestion, and took the necessary steps to carry it out. A committee came into existence to see the matter through, and the result is the Mott memorial—a volume, edited by Dr. J. R. Lord, entitled "Contributions to Psychiatry, Neurology, and Sociology," and dedicated to Sir Frederick Mott by his colleagues, friends, and former pupils.

A Fine Work

Those who are interested in the problems of psychiatry, neurology, and the physiology of the nervous system will naturally feel impelled to make themselves acquainted with the contents of this memorial volume. The editor and the committee are to be congratulated on the result of their efforts. The subject-matter covers a wide range, and many distinguished observers have been glad to make their contribution in honour of the memory of a great teacher, investigator, and physician. The diversity of topics discussed in this volume serves to remind its readers of the breadth of Mott's activities and of the extent to which he was responsible for definite additions to knowledge. The majority of contributors refer directly to his work, and many of the papers have been stimulated by his researches or are elaborations of his views. In a striking tribute to Mott, whom he happily terms "this splendid man," Professor C. von Monakow gives an estimate of his friend's life and career—a summary which affords us glimpses into the greatness of his achievements. Monakow points out that Mott, with all his extensive scientific work, maintained his very high position as a physician, and not only took a great and undiminished interest in his practical professional activities, but devoted much time to them. Furthermore, as regards psychiatry, he applied himself with much zeal and enthusiasm to the study of problems that extend into the fields of general biology and psychology, problems that have scientific, medical, and social significance. Thus he was particularly interested in the question of the early treatment of mental disorders. This is recognized by Sir Hubert Bond, who, very appropriately, begins his impressive contribution on the prevention and early treatment of mental disorder with the following quotation from an article by Mott:

Advice to Patients

"Every effort should therefore be made to induce the patient, the friends, and the practitioner to seek skilled advice or treatment with as little delay as possible. This can only occur if the fear of certification and of being sent to an asylum be removed, and by the provision of greatly increased facilities for early treatment in clinics attached to the general hospitals or suitable hospitals affiliated with the general hospitals." We all know how strenuously the writer of these words worked to bring about the necessary facilities for treating the early case. To his unremitting efforts, enthusiasm, and capacity for overcoming obstacles the success of the Maudsley Hospital—the first psychiatric clinic on a large scale in this country—is in a large measure due. No one who has been associated with this hospital will be in any doubt as to the value of his services in its early days.

Lady Doctor's Tribute

In other directions also he had helped this movement, and, in her contribution to this volume, Dr. Helen Boyle observes that Sir Frederick Mott's illustrious name is at once brought to mind when one thinks of the early treatment of mental and nervous disease. She refers in this connection with

gratitude to his encouragement and support of the Lady Chichester Hospital in the struggles of its youth, by sending patients to it, by supporting it in public, and by many kindly words in private. To think of Mott only as a neurophysiologist and pathologist would be to lose sight of the extent of his activities. He was a great force in psychiatry, and influenced its development in all directions. He was always deeply concerned in the welfare of the patient, and insisted on the necessity of active treatment with a view to bringing about recovery. He was equally the friend of the chronic asylum patient: he deplored stagnation, monotony, and inactivity, advocating individualized study and carefully and scientifically planned occupation therapy. Thus he will be remembered not only as a scientist, but also as a physician with a deep interest in the welfare of the sick in mind or body. By his large circle of friends in Britain and abroad—for his reputation stood high in foreign countries as well as at home—he will always be affectionately remembered on account of his personality. He was essentially human and kindly, unpretentious, understandable, simple and direct in the expression of his views, and without trace of affectation.

Personal Qualities

Frederick Mott was a man who will certainly be remembered by those who knew him quite as much for his personal qualities as for his scientific achievements. For this reason the memorial volume will be very much valued. It will not only enrich the mind, but, in the case of many of its readers, it will stimulate pleasant memories of an old and valued friend. To such readers the many personal references in this volume will be particularly welcome. Professor W. D. Halliburton gives some delightful recollections of his long and intimate friendship with Mott, which lasted well over half a century. The volume opens with this personal appreciation, and appropriately concludes with the one by Professor C. von Monakow to which we have already referred. This eminent Swiss neurologist finishes his article with an impressive tribute, which will give much pleasure to his English colleagues: "Sir Frederick Mott," he writes, "was not only a distinguished neurologist and physician. He was refined, noble, and modest, and a kind and lovable colleague. Wherever he worked, and with whomsoever he came in contact, he won admirers and friends. To those whom he honoured with his more intimate friendship he remained faithful and cordial to the end of his life."—British Medical Journal.

MYSTERY GIFT

PICTURE WITH NAME PLATE REMOVED

An air of mystery surrounds the anonymous gift to Aberdeen Art Gallery of a beautiful painting worth between £1,500 and £2,000 by Henry Harpignies, the well-known French artist. The first intimation of the gift was the following telegram received from a London packing agent: "Sending on painting, a gift to your gallery, from anonymous well-wisher of Aberdeen."

It was thought that further particulars would be forthcoming, but when the picture arrived it was found that the little plate, from which its previous history and, probably, the identity of its previous owner might have been ascertained, had been removed and the part carefully gilded over. The picture, which is thus without a title, was painted in 1899, and appears to be an early morning scene on the Riviera. Harpignies died in 1906, at the age of 97.

ON PUNISHMENT

A JUDGE AND "FIVE OBJECTS"

Mr. Justice McCardie, in his address to the grand jury at the Birmingham Assizes, defined the objects of punishment. They were, he said:

To deter the criminal himself from further crime;
To deter others from the commission of crime;
To secure for the public a period of protection from the offender; Reform as far as possible the criminal; and
Satisfy the demand of the public for punitive justice.

"I think it is well to remember these important matters," his lordship added, "when sentences are being delivered or criticised. I do not overlook, as I mention those five important objects, the widely beneficent operation of the principle of probation."

BISHOP REBUKED

THE ARCHBISHOP AND HIS LANGUAGE

"DISTURBING THE CHURCH"

The decorous calm of the Upper House of Convocation of Canterbury was dramatically broken by a passage of arms between the Bishop of St. Albans and the Bishop of Birmingham, in which the Archbishop of Canterbury intervened to administer a rebuke to Dr. Barnes.

During the Prayer Book debate on the previous day the Bishop of Birmingham had spoken at length in explanation of his general attitude towards the proposals privately agreed to by the episcopate. When the discussion was resumed the Bishop of St. Albans delivered a characteristic fighting speech.

Dr. Purse protested against Dr. Barnes's suggestion that the Upper House should endorse the way in which he was administering his diocese. He alluded to Dr. Barnes's reference to a statue of the Madonna and Holy Child as a "statue of a female and child." He quoted from a recent sermon by the bishop in which Dr. Barnes had said that the bishops were making concessions to religious barbarians.

The Bishop of Birmingham at this point rose to protest against partial quotations, and appealed to the President.

The Archbishop, intervening, remarked that the Bishop of Birmingham so frequently used language of a vehement kind that he must not be surprised if any of his brethren wished to call attention to its implications. "We should not," remarked his Grace, "allow our time to be taken up by considering what the Bishop of Birmingham does or does not mean."

Indignant Protests

Further angry exchanges occurring between the two bishops brought the Archbishop once more to his feet.

In his concluding speech to the House, the Archbishop made an appeal to the Bishop of Birmingham, "in the interests of the Church." He spoke of the indignant protests he had received from writers at home and abroad respecting the way in which the bishop had been wounding the consciences of so many of his brother Churchmen.

His Grace begged Dr. Barnes to endeavour to refrain from the use of provocative statements. "Such language," he said, "cannot advance his calling, and does a great deal to disturb the whole movement of life in the Church of England at the present time."

Later, when the Bishop of Birmingham was replying to the strictures passed upon him, a number of bishops rose and were about to leave the Chamber. The Archbishop inquired where they were going, and they replied that they were about to attend a meeting of the Ecclesiastical Commission.

The Archbishop requested them to resume their seats, which they did. On a division the Archbishop's resolution was carried by 23 votes to 4. The Bishop of Birmingham's rider, by leave of the House, was withdrawn. The President then proceeded to the Lower House to explain the resolution.

The Bishops' proposals were also endorsed by the Lower House of the Convocation of York.

The resolution was approved by the Upper House.

FATHER OF 27

12 CHILDREN BY 1ST MARRIAGE AND 15 BY 2ND

Mr. Henry Nels, of Towersey, near Thames, Oxfordshire, has just been presented with his twenty-seventh child. He has been married twice.

His first wife had twelve children and his second has had fifteen, in addition to her family of three before she became Mrs. Nels.

Of the total of thirty, twenty-seven are still alive.

A number of Chinese bodies are protesting against the repairs carried out by the Municipal Council on roads outside the Settlement and making the recent incidents in Woosung and Hungjiao Roads an excuse for further agitation for the rendition of all foreign concessions and the abolition of the "unequal" treaties. Meetings of some of these bodies have been held in various parts of Shanghai and resolutions urging the government to take action have been passed. Col. Yuan Liang, Commissioner of Public Safety, has been praised for his show of armed force.

Seventy motor-trucks, constituting part of the large order of trucks for the Nanking Government, have been shipped to the capital by the China Motors, Inc.

Five persons, trapped in the blazing wreckage of the Cleveland New York express, were burnt to death near Binghamton. The express had collided with a goods train.

TO-DAY'S RADIO

BROADCAST BY Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:

5.30-6.30 p.m.—Programme of Dance Music. (Victor Records supplied through the courtesy of Messrs. Tsang Fook Piano Co.).

"Beggars of Life," Waltz.

The Troubadours.

"Sonny Boy," Fox Trot.

George Olsen and his Music.

"Building a Nest for Mary,"

"Kids Again," Fox Trot.

Herman Kunin & his Orchestra.

"The Los Altos Train," Fox Trot.

"Eternal Love," Tango, Fox Trot.

Marimba Centro Americana.

"Honey," Fox Trot.

Ruth Vallee and His

Orchestra.

"Drowsy Wat'rs,"

"Minnehaha," Waltz.

Sam-Ku-West Harmony Boys.

"The Waltz I Can't Forget," Waltz.

Karsels in the Air.

"Where is the Song of Songs for Me?"

Waltz.

"Betty," Fox Trot.

Johnny Hamp's Kentucky

Serenaders.

"Till We Meet," Fox Trot.

Bernie Cummins and His

New York Biltmore

Orchestra.

"Sally of my Dreams,"

"My Mother's Eyes," Fox Trot.

Waring's Pennsylvanians.

"Lepe Ulaula,"

"Palo Hala,"

Sam-Ku-West Harmony Boys.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme of

Chinese Music relayed from Sincere

Co., Ltd. Programme consists of

music given by well-known girl

singers and staff of Sincere Co.

10.30 p.m.—Close-down.

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NEW ADVERTISEMENTS.

NOTICE.

CUSTOMERS are requested to apply for our NEW AND REVISED PRICE LIST which comes into force on 1st September, 1929.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

H.K.V.D.C.

PROMENADE

CONCERT

FRIDAY, August 23, 1929,

POSTPONED

owing to bad weather.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments

To-day—Queen's Theatre:

"Four Walls."

To-day—World Theatre:

"Red Lips."

To-day—Star Theatre:

"Gigolo."

To-day—Majestic Theatre:

"Siege" at 5.20 and 9.15 p.m.

"Love's Sacrifice" (Chinese picture) at 2.30 and 7.15 p.m.

Lammett's Auction

Aug. 23—At 4, Granville-rd. (2nd floor) Kowloon, Household furniture, 11 a.m.

Land Sales

Aug. 26—At P.W.D. Offices, four lots of Crown land at Mong Kok Tsui, Shamshuipo, and Waterloo-rd., 3 p.m.

Sports

Sept. 7—H.K.V.D.C. annual aquatic sports meeting at V.R.C., 9 p.m.

Miscellaneous

Aug. 24—European Y.M.C.A. bathing picnics.

BERI-BERI

THE YEAST TREATMENT ADVOCATED

A simple method for coping with the outbreak of beri beri among the aborigines at Hermannsburg Mission, New South Wales, has been suggested by a medical man, who has had considerable experience with this complaint among the natives on Thursday Island. A tablespoonful of ordinary baker's yeast three times a day, he said, would cure the majority of cases of beri beri. At Thursday Island the natives employed on the pearling luggers were frequently stricken with this disease, and it was estimated that in consequence of their subsequent illness that pearlers lost about £7,000 a year. The yeast treatment had been used with very beneficial effect.

BABY'S ESCAPE

UNINJURED AFTER FALLING 30FT. FROM WINDOW

A baby's marvellous escape from injury after falling 30ft. from a window on to the concrete floor of a yard is reported from Clapham. Domenico Cobelli, aged twenty-five months, of the Pavement, Clapham, fell from the third floor window. His grandmother, who was at the window on the floor below, was horrified to see him fall.

Her husband rushed down to the yard, and to his amazement found the baby sitting up and playing with his toes. He was taken to hospital, where it was found that he was uninjured.

Dennis Guttery, a Brierley Hill, Staffordshire, schoolboy, won the first prize in the Kingswinford wild flower show with a collection of 380 varieties.



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CHINA NEWS, LOCAL NEWS and all the NEWS.
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This week's "Overland China Mail"—the only illustrated weekly news budget published in Hong Kong—contains the latest news about the rupture in Manchuria between Russia and China, the consequent bloodshed, and the alleged unwarranted cruelty to "prisoners of war." In addition, pictures of the events are included in the "Overland."

Canton has had a busy week, full reports of activities being in this number of the "Overland."

Items in the pages of local news include those concerning soldiers of the Hong Kong garrison who have got into trouble, another Marine Court of Inquiry, seizure of an unusually large parcel of arms and ammunition on a coastal steamer, holding of the Criminal Sessions, and further improvement in the water situation with contingent relaxation of restrictions.

All in all, the "Overland" will be very welcome to folks in the Homeland and friends in other parts of the world. Those who have gone on leave during the last few months will be highly pleased to receive a copy and read about Hong Kong and China. The Saturday art supplement of the "China Mail" is also given with each number gratis. Be sure to secure your copy.

In the whirl of a trying Hong Kong summer, rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a clasp to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

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THE CHINA MAIL

OFFICE HOURS

FOR GOVERNMENT DEPARTMENTS IN CANTON.

COMMENCE AT 6 A.M.

It is learned that beginning on September 1, official hours at all Government Departments in Canton will be from 6 a.m. to 11 a.m. and from 2 p.m. to 6 p.m., giving a three hours' recess at mid-day. This arrangement gives a nine hour working day compared with the eight hour day that now obtains. Present working hours are from 8 a.m. to noon, and 1 p.m. to 5 p.m.

The new schedule has been decided upon after careful deliberation. In the early morning hours vitality forces are at their freshest and the worker will therefore work best and at highest efficiency during these hours. Early rising is called for, and this will automatically discourage late nights. The three hours mid-day recess is calculated to have a wholesome effect on the worker as it enables him to rest during the hottest period of the day; incidentally it affords time for study or recreation.—Canton Gazette.

THE SALE ROOM

£870 FOR AUTOGRAPH LETTER BOOK

A book of autograph letters made £870 after bidding had opened at £100, at the auction of the remaining contents of Rutland Lodge, Rutland-gardens, Knightsbridge, conducted by Messrs. George Trollope and Sons (Knightsbridge). In this book are a two-line quotation in the handwriting of Dr. Johnson; a 2½ page quarto letter by Robert Burns (signed in full) to David Blair, dated Ellisland, Aug. 27, 1789; and autograph letters from Sir Walter Scott, dated Abbotsford, April 2, 1823; William Wordsworth, Tennyson, Thomas Carlyle, W. M. Thackeray, Robert Stephenson, William Pitt, the Duke of Wellington, George III, George IV., and many other notabilities.

At the same sale 610 guineas was given for a half-length portrait in oils of a gentleman in powdered wig, light coat, and white cravat, of the English school; £225 for an Elizabethan carved chestnut wood elbow chair; £100 for a set of three eighteenth century design mahogany elbow chairs; and £90 for an early English carved green and gilt dessert service.

In the course of the sale by direction of the Marchioness Curzon of Kedleston, of the contents of Montacute House, Yeovil, some of the principal prices obtained by Messrs. Knight, Frank and Rutley (Hanover-square) and Messrs. John D. Wood and Co. (Mount-street) were: an Elizabethan carved oak fourpost bedstead, £1,050; a Chinese lacquer cabinet, £200; an old English lacquer cabinet, £131; a Sheraton cabinet, £136; and a Venetian walnut suite, £100.

Period furniture brought good prices to Messrs. Robinson, Fisher and Harding at their sale this week in Willis's Rooms, King-street, St. James's. A set of ten Hepplewhite elbow chairs, with moulded cabriole frames, made £220 10s (Timms); a 3ft. 2in. Irish Chippendale mahogany kneehole dressing table, £275 (Lewis); a 5ft Georgian breakfast bookcase, £105 (M. Harris); and a Vauxhall mirror in Queen Anne carved and partly gilt frame, £92 8s (Evan Thomas); while for a fine Persian carpet £220 10s was given (Vigo).

To a total of £8,500, put together at Hurcomb's, Calder House, Piccadilly, for furniture and pictures, a Chippendale mahogany dressing table contributed £450 (Lewis); a Chinese Chippendale dining chair, £300 (ditto); a Hepplewhite mahogany bookcase, £360 (ditto); a set of six and two arm Hepplewhite chairs, £175 (Clifford); and a Sheraton satinwood and inlaid bookcase, £145 (ditto).

At a sale held by Messrs. Miller, Paxton and Fairmiller in their Chancery-lane rooms there came up the Royal Hunt Cup—Ascot, 1919—won by Irish Elegance (Messrs. James White and A. L. Ormrod). The cup was being disposed of by direction of the trustees of the estate of the late Mr. A. L. Ormrod.

FOREIGN BANDS

MUSICIANS URGE TIGHTENING UP OF ALIEN LAWS

A deputation of musicians, and theatrical employees, visited Miss Margaret Bondfield, Minister of Labour, to urge stricter supervision in admission of aliens.

They stated that the talkies and foreign bands had created a grave situation in the profession in Britain.

Miss Bondfield promised to do everything she could to ensure preference for British musicians.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, 1/11 1/2	
Bank, on demand 1/11 3/16	
Bank, 30 days' sight	
Bank, 4 months' sight 1/11 1/2	
Credits, 4 months' sight 2/- 1/2	
Documentary 4 months' sight 2/- 1/2	
On Paris—	
On demand 1197 1/2	
Credits, 4 months' sight 1272 1/2	
On Berlin—	
On demand	
On New York—	
On demand 46 1/2	
Credits, 60 days' sight 48 1/2	
On Bombay—	
Wire 129 3/4	
On demand 129 3/4	
On Calcutta—	
Wire 129 3/4	
On demand 129 3/4	
On Singapore—	
On demand 83 1/2	
On Manila—	
On demand 94	
On Shanghai—	
On demand 82 1/4	
30 days' sight (private paper)	
On Yokohama—	
On demand 99 1/2	
Gold Leaf, 100 fine (per tael)	
Sovereigns (Bank's buying rate) 10.00	
Silver (per oz.) 24 5/16	
Bar Silver in Hong Kong 2 1/2% dis.	
Copper Cash Nominal	
Copper Cents 3% Prem.	
Rate of Native Interest 7% p.a.	
Chinese Sub. Coin 24 3/4% dis.	
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

London, Yesterday.	
Paris 128.875	
New York 4.84 25/32	
Brussels 34.855	
Geneva 25	
Amsterdam 12.104	
Milan 22.655	
Berlin 20.355	
Stockholm 18.10	
Copenhagen 18.215	
Oslo 18.205	
Vienna 34.42	
Prague 163 1/2	
Helsingfors 192 1/2	
Madrid 33.00	
Lisbon 108.30	
Athens 375	
Bucharest 817 1/2	
Rio 57 1/2	
Buenos Aires 47 1/4	
Bombay 1/5 13/16	
Shanghai 2/4 1/4	
Yokohama 1/11 5/32	
Hong Kong 1/11 1/4	
Silver Spot 24 5/16	
Silver Forward 24 7/16	

—British Wireless Service.

MANY CAREERS

THE PRIMATE'S YOUTHFUL AMBITIONS

The Archbishop of Canterbury, Dr. Lang, in a speech which he delivered to the boys of the City of London School, created great amusement by recounting his own early ambitions.

"When I was your age," he said, "my ambitions were, like yours, very varied, and I hope that, like me, you are not only able to conceive them but also through the power of imagination to live those careers. When I look back upon my boyhood I like to think that I was successively an engineer, a tramcar conductor, a sailor, an actor, and then for four years successively Foreign Secretary of this country and Prime Minister." (Laughter.)

"It was quite unnecessary for me to trouble about electoral majorities; quite unnecessary to be summoned to Windsor; I created myself. (Laughter.) It was quite unnecessary to go through that process which to-day must be agitating our new Prime Minister, of making up a Cabinet, for I made my own on paper, with infinite content and great value to the country."

"Those were anxious years during the Russo-Turkish war, and when I study the State papers which I then read, and the speeches which I then delivered in my own room, I realise the supreme wisdom with which I guided the destinies of this great country. (Laughter.) May similar good luck, I say, be given to our new Prime Minister and his Cabinet." (Cheers.)

SCISSORS 250 YEARS OLD

The London Guildhall Museum has acquired a very rare pair of scissors, stated by experts to be 250 years old. The scissors were discovered behind some old panelling in the house known as Queen Elizabeth's Lodge in Epping Forest. They were covered with rust but when cleaned were found to bear a mark stamped on each blade. These prove to be the trade mark which was assigned to Thomas Elliott in 1673 or 1674.

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NEW GUINEA

POPULAR DEMAND FOR A LEGISLATIVE COUNCIL

Canberra, July 17. Residents of the Mandated Territory of New Guinea desire a Legislative Council to replace the form of Government by an Administrator. They contend that better control of public finance would be obtained if they had a Legislative Council such as there is in Papua.

Representations have been made to the Federal Ministry pointing out that the population and trade of the territory is far greater than

that of Papua, and that the territory is entitled to a Legislative Council containing adequate representation of the non-official population.

It is likely that a bill to give effect to a proposal for a nominated Legislative Council will be introduced in the forthcoming session of the Federal Parliament. The population of the territory is 3,800, and that of Papua only 1,370. The former's exports last year were valued at £1,417,076, as compared with £350,363 for Papua, and the imports were £811,332, compared with £403,561. The revenue of the Territory last year was £364,580, and at the end of June there was an accumulated surplus of £84,000.

Sport Columns

WOMEN IN TENNIS

CHAMPIONSHIP SINGLES OF AMERICA

MISS NUTHALL'S VICTORY

Forest Hills, Yesterday.
The third round of the women's singles championship in the U.S.A. lawn tennis tournament was played today.

Miss Helen Wills (U.S.A., the lady champion of the world) defeated Miss A. Francis (U.S.A.) in two sets, without the loss of a single game.

Mrs. Mitchell, nee Miss Peggy Saunders (one of the British team to compete in the Wightman Cup against an American team) defeated Miss M. Gladman (U.S.A.) by 6-0, 6-1.

Miss Betty Nuthall, a former British girl champion, defeated Miss Bundy (U.S.A.). The latter, as Miss May Sutton, held the championship at Wimbledon years ago and took part in the Wimbledon championships this year, beating Miss Eileen Bennett. Miss Nuthall won 7-5, 6-1.

Miss Helen Jacobs (U.S.A., runner-up to Miss Wills at Wimbledon this year) defeated Mrs. Covell (another member of the British team for the Wightman Cup) 10-8, 6-4.

Miss M. Greef (U.S.A.) defeated Miss Sarah Palfrey (U.S.A.) 6-3, 6-2. The loser is the 16 years old Boston girl who defeated Mrs. Bundy last week and, in the 2nd round of this tournament, beat Mrs. Shepherd-Barron, who is also a British Wightman Cup player.

Mrs. Watson (another of the British contingent) defeated Mrs. Harper (U.S.A.) 11-9, 6-3.—Reuter's American Service.

INTERPORT TENNIS

SHANGHAI TEAMS TO VISIT HONG KONG

The following official statement has been issued by the Honorary Secretary of the Shanghai Lawn Tennis Association:

The Shanghai Lawn Tennis Association hopes to send a team to Hong Kong in November. The Hong Kong L.T.A. has kindly invited both ladies' and men's team from Shanghai, but whether it will be possible to accept the invitation in full is not yet known. The men's team will be selected after the return of the Interport team from Tientsin.

LAWN BOWLS

POLICE TRIUMPHANT OVER "BILLYCOCKS"

A friendly game of lawn bowls was played at the Police Recreation Club yesterday afternoon, when the Police were at home to the "Billycocks," and defeated them.

The "Billycocks" is a combination of some keen bowlers under the leadership of the Hon. Mr. W. T. Southern, C.M.G. They put up a very sporting game against the Police and won on one rink by the narrow margin of three shots.

The Police were on top on the other two rinks by margins of 15 and 8, respectively, and won comfortably by 23 shots.

Scores:—
Police "Billycocks"
W. Glendinning E. B. Reed
W. McLeod S. T. Williamson
J. C. West B. Maughan
G. C. Moss W. E. Hollands
(Skip) 29 (Skip) 11

Pennell Capt. A. J. L. Whyte
A. Nicols Hon. Mr. W. T.
J. Field E. I. Wynne-Jones
J. Hargreaves J. W. Deakin
(Skip) 30 (Skip) 22

J. Fender A. Cameron
Hon. Mr. T. H. King G. W. C. Burnett
R. Marks P. Sutton
W. Mair E. W. Carpenter
(Skip) 20 (Skip) 23

Total 79 Total 56

AMERICA CUP

LIPTON ORDERS HIS NEW "SHAMROCK"

OF 23-METRE CLASS

London, Yesterday.
The noted Gosport yacht builders, Camper and Nicholson, have signed a contract to build Sir Thomas Lipton's America Cup challenger.

The new vessel will be called the "Shamrock Fifth" and will be about 77 feet long on water line. This will bring her into the 23 metre class.—Reuter.



Proud winner of Epsom Downs feature and second in Ascot Gold Cup race, Reigh Count, one of America's great thoroughbreds.

YACHTING

THE INTERNATIONAL RACES IN U.S.A.

A WIN FOR SWEDEN

Marblehead, Yesterday.
The Swedish yacht "Jacchan" won the trophy in the series of three-cornered races between Sweden, Germany and America.—Reuter's American Service.

MIGHTY NAMES

"RURAL" DAYS OF FORTY YEARS AGO

WIMBLEDON'S RISE TO FAME

The Mecca of lawn tennis players from all over the world, Wimbledon, still stands alone in the estimation and affection of men and women who have written their names in letters of gold upon the archives of the game. To those who remember the very modest commencement of a gathering destined to grow into the greatest lawn tennis festival of the year, it is a matter of sheer wonderment that its advance in popularity has been so consistent and so appealing.

The "Wimbledon" of many, many years ago was conducted in such a manner, and the atmosphere was of so rural a character, that to the present generation it would be the cause of real amusement. But the pioneers of those days well and truly laid the foundation of rapidly-increasing interest. Still, progressive as they were, the old-time lawn tennis men and women could hardly have visualised the time when forty different nationalities would be concerned together on the grass courts of England with the destinies of the honours.

Some forty years ago considerable interest was aroused in the fact that there was an estimated attendance of 400 at the Wimbledon meeting, and that thirty-five matches were played during the tournament. Contrast that with what now prevails, when thousands of pounds are annually returned to those who are unable to secure accommodation; when the chief arena is surrounded with mammoth stands; when it is impossible for all those on the ground to witness an exciting match on the centre court; and when even the entries to the different events have to be curtailed in a drastic manner.

It would be impossible to suggest really what was the chief cause of the rapid growth of what may be described as "the Wimbledon fever." Many causes have contributed to this but possibly the skill attained by individual players has as much to do with it as anything else.

An Important "Milestone"
A "milestone," and an important one, was reached in 1905 when Norman Brookes, who over a long period was regarded as the "greatest ever," first came to England. Fortunately, he did so when the Doherty's were still a force in the land—although they retired in 1907—and in a great battle the famous Australian was defeated by Laurie Doherty amid scenes of excitement then unparalleled in the history of the game. Brookes, however, had his consolation in 1907, when, at the commencement of a new epoch he won the honours by defeating the late A. W. Gore, the last Englishman to win the cham-

ionship, which he did exactly twenty years ago.

The first menace to our vaunted superiority may be said to have occurred in 1910, when there was a real foreign or overseas invasion. Among the competitors were Beals Wright, of America "Tony" Wilding, of New Zealand, who laid down his life in the War; and Froitzheim, of Germany. And in this season "Tony" Wilding not only won the first of his four consecutive victories in the singles, but following as he did Norman Brookes, revealed to us that the "pupil" had passed the "master" in the art of the game by the assimilation of new ideas hitherto unexploited in England.

Modest indeed, however, was this "challenge" compared with that of 1911. In this season Wimbledon was indeed a cosmopolitan gathering. There were five Australians, including S. N. Doust; R. B. Powell, of Canada; Craig Biddle, America; G. de Martino, the champion of Italy; A. Gobert, the forerunner of a succession of great French players; Rache and Kleinschroth, Germany; L. S. Deane, India; P. de Borman, Belgium; C. van Lennep, Holland; E. Larsen, Denmark; and F. E. Cochran, from South Africa. From that time Wimbledon has been "flooded" with adventurous spirits from other lands, for while no Australians or Americans came over here in 1912, the following season saw the arrival of the Davis Cup players of the United States, Canada, South Africa, Australia, and Germany, and the initial appearance of Maurice McLoughlin and R. N. Williams. And for the first time "the grass court championships of the world" were instituted.

World-Wide Institution

Wimbledon was now, in every sense of the word, a world-wide sporting institution, and the All-England Lawn Tennis Club commenced seriously to consider what they could do to meet the desires of the vast growing army of players and spectators.

The last meeting before the War gave to Mrs. Lambert Chambers—the greatest English lady lawn tennis player of all time, and, who, fortunately, is still able to delight everyone with her skill—a cherished record. She won the singles championship for the seventh time—she prevailed in 1903, 1904, 1906, 1910, 1911, 1913, and 1914—thus exceeding the six triumphs of Mrs. Hillyard and the five of Miss Lottie Dod and Mrs. Sterry—these four ladies, with, in later years, Miss Kitty McKane, being perhaps the best of the players produced in these isles.

The first of the post-war seasons saw the commencement of another phase in the history of this remarkable gathering. We were introduced for the first time to Gerald Patterson and that much discussed and greatly admired French girl, Mlle. Suzanne Lenglen. The advent of Suzanne was dramatic in

the extreme. She impressed everyone on her first appearance on a grass court, but even then—with Mrs. Lambert Chambers still the reigning champion, and awaiting the elimination of all but one of her challengers—we were not quite prepared for her eventual triumph.

Suzanne All-Conquering

Suzanne went gaily, almost carelessly, through her preliminary rounds, defeating in succession Mrs. Cobb, Mrs. Larcombe, Mrs. Craddock, Miss McKane, Miss Ryan, and Mrs. Satterwaite, then, in the challenge round, to face Mrs. Lambert Chambers. This match produced what is, undoubtedly, the finest battle—for it was nothing else—ever seen between two lady players. No fewer than forty-four games were played before the English champion was dramatically and rather unfortunately defeated.

Thus commenced the unique career of Suzanne, the incomparable, who, in spite of her mercurial and rather peculiar temperament, stood out alone as long as she cared to as the ideal of what a lawn tennis player should be in the art of stroke production. We may never see her like again.

Despite the ravages of the War, lawn tennis was not long in regaining its popularity. In 1920, no fewer than forty different nationalities were represented at Wimbledon, newcomers being from China, Japan, and Greece, while Mlle. Lenglen proved her value once and for all by again winning the singles and, in addition, capturing the doubles in association with Miss Ryan, and the mixed doubles with Gerald Patterson.

Tilden's Arrival

"Big Bill" Tilden in this season came, saw, and conquered, not only championship honours, but the hearts of the English lawn tennis people and what happened then and since, in 1922, the new and present "Wimbledon" was formed is rather a matter of recent history.

The Americans, through such players as Tilden, F. T. Hunter, and Miss Helen Wills, and the French, through H. Cochet, R. Lacoste, J. Borotra, and Miss Lenglen, have "famed" the honours between them, and one or the other of these two nations appears likely to do so, as far as we are concerned, for years to come. But while supremacy in the game has definitely passed from us, Wimbledon remains the most fascinating lawn tennis carnival in the world.

WATER POLO

KOWLOON "B" v. K.O.S.B. "B" DRAW

Another match in the Hong Kong Water Polo League was played at the V.R.C. last evening, the rival teams being the Kowloon "B" and the K.O.S.B. "B."

Both sides had opportunities of scoring, but they were weak in front of goal. The best players were the two sets of backs who fed their forward men well. No goals were scored.

League Positions

The latest positions of the competing teams are as under:—

	P.	W.	D.	L.	F.	A.	Pts.
V.R.C. "A"	4	4	0	0	14	1	8
Chinese "B"	4	4	0	0	12	2	8
Kowloon "A"	4	3	0	1	11	3	6
V.R.C. "B"	4	2	0	2	17	9	4
Navy	4	2	0	2	6	15	4
Kowloon "B"	3	1	1	2	5	15	3
Chinese "A"	4	1	0	3	5	7	2
K.O.S.B. "A"	4	1	0	3	4	9	2
Somerset	4	1	0	3	8	15	2
K.O.S.B. "B"	3	0	1	3	2	8	1

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland.	Feet.
Taimoshan	3124
Kowloon Peak	1971

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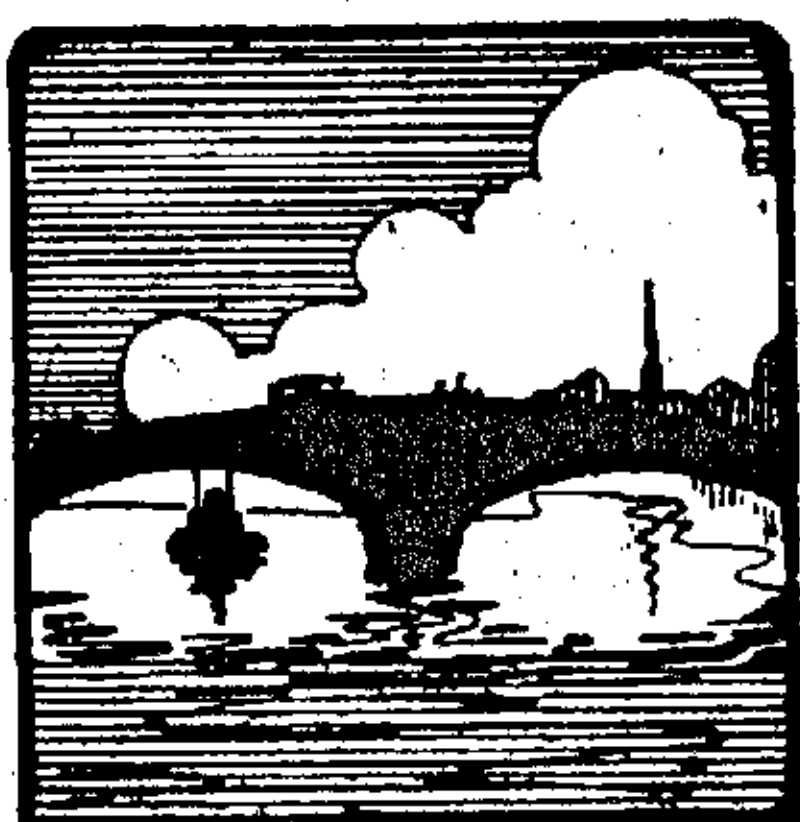
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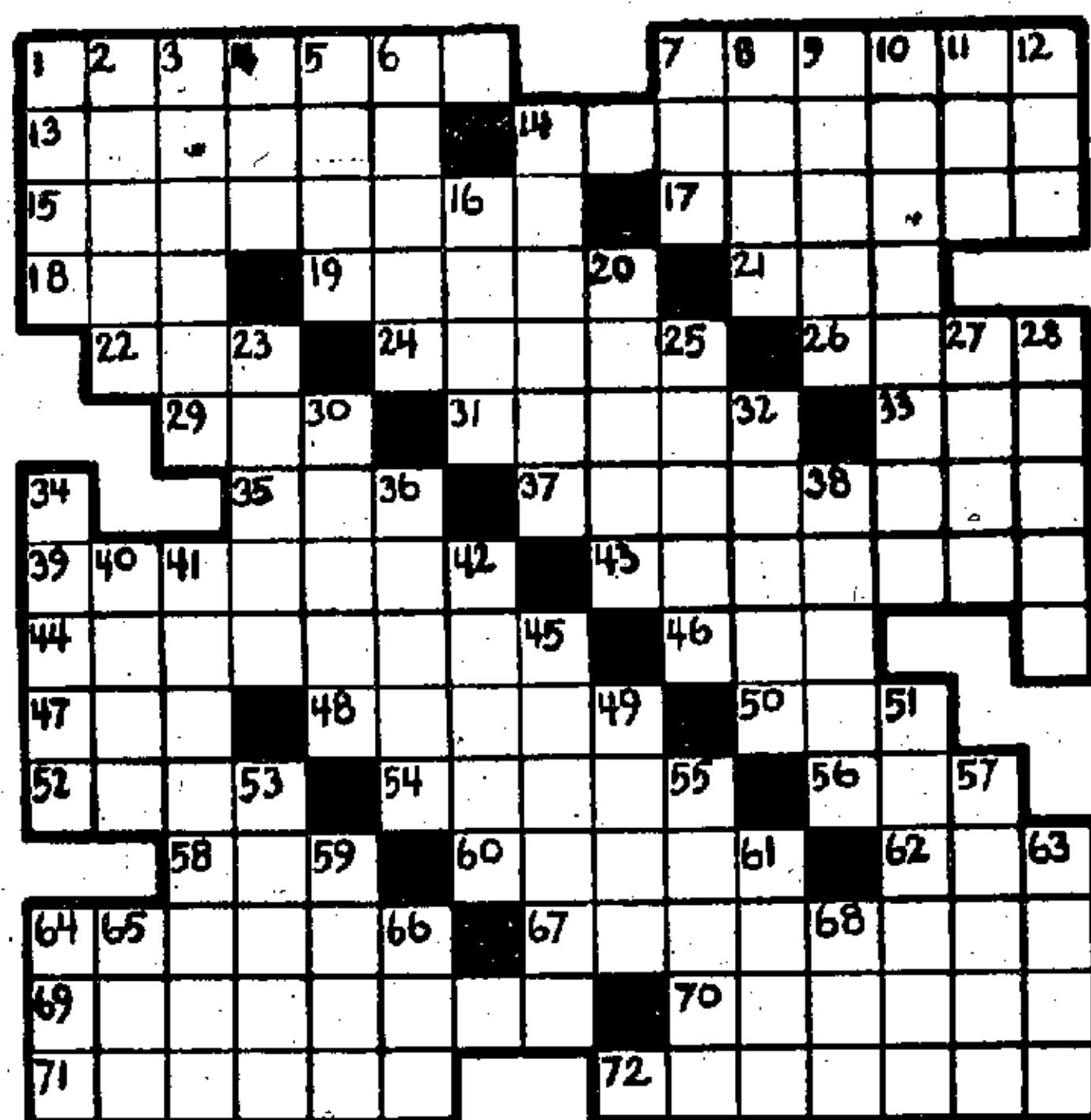


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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plow, and altho.)

©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Stream-damming
- 2-Pond
- 3-Flowering plant
- 4-Recess
- 5-Those who make charges
- 6-Fence
- 7-Regions
- 8-A young goat
- 9-Holes admitting water
- 10-Roman rock of goat's hair
- 11-Famous Roman orator (abbr.)
- 12-Enough (poetic)
- 13-Vehicle
- 14-Intertwine
- 15-Is the past
- 16-Secretion from inflamed tissue
- 17-One who scatters
- 18-Uncolla
- 19-Seats
- 20-Little pastries
- 21-Without discount
- 22-Evening (poet.)
- 23-A tumble
- 24-Knock
- 25-Line of junction
- 26-Discuss

HORIZONTAL (Cont.)

- 27-Intoxicated
- 28-Container
- 29-Number
- 30-Cry of a cat
- 31-Harmony
- 32-A living organism that lives on another
- 33-Those who feast with clamorous merriment
- 34-Separated
- 35-Required
- 36-Branch railways

VERTICAL

- 1-Three-masted vessel
- 2-Oleic
- 3-Containing large proportion of silica
- 4-Single book (abbr.)
- 5-Sinful
- 6-Freshen
- 7-Account (abbr.)
- 8-Member of African tribe
- 9-Apart
- 10-Cooling beverage
- 11-Crier to
- 12-Beast of burden

VERTICAL (Cont.)

- 13-Those who make requests
- 14-Attire
- 15-Crisp oakes
- 16-The head (Anat.)
- 17-Fabulous sea nymph
- 18-A molding
- 19-Bad in a greater degree
- 20-Tree knots
- 21-Resolute
- 22-Dumb persons
- 23-Stumbled
- 24-Essential oil of roses
- 25-Body of a church
- 26-Agitates
- 27-Roads
- 28-Volcanic matter
- 29-Volcanic rock
- 30-Meditated
- 31-Ferociously conical
- 32-Measuring instrument
- 33-Stem of a tree
- 34-Back of the neck
- 35-Marries
- 36-Container
- 37-Born
- 38-Boy's nickname
- 39-Sorrowful

WATERLOO BRIDGE

RECONSTRUCTION TO GO
AHEAD SHORTLY

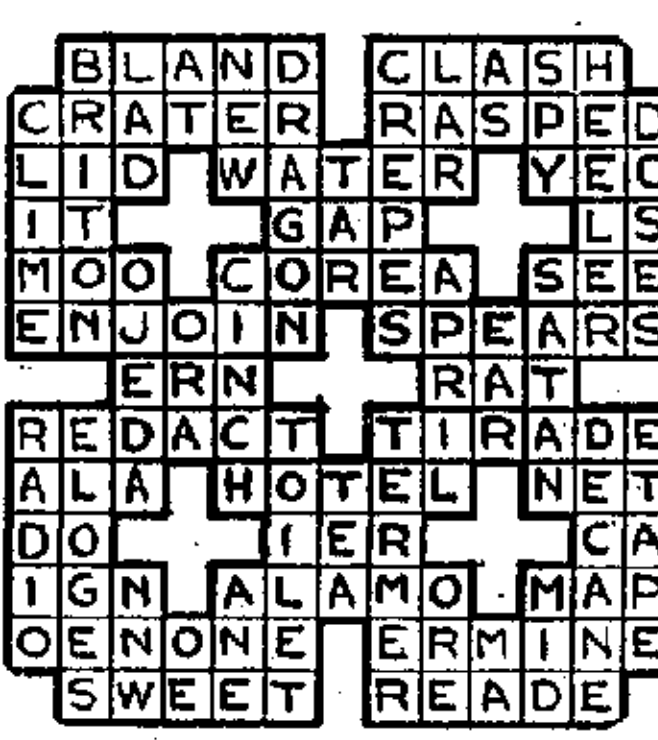
The reconstruction of Waterloo Bridge, now that a satisfactory agreement has been reached with regard to the Charing Cross Bridge scheme, will, it is expected, be begun with little further delay.

The position at the moment is this: The London County Council are waiting for the promised report on the Charing Cross Bridge scheme. This report is to be presented before the end of the month. The Council decided some time ago not to proceed with Waterloo Bridge until the Charing Cross scheme was settled. The agreement that has been announced with regard to that scheme leaves them free to proceed with the recommendations of the Royal Commission on Cross River Traffic with regard to Waterloo.

The Royal Commission, it will be recalled, recommended that the existing bridge should not be demolished but that piers 3, 4, 5, and 6 and the arches supporting them should be taken down and rebuilt on the remaining piers should be widened by new foundations, the bridge being widened thirty-five feet, making the carriage-way eight feet wider.

The bridge has already been declared to be of no use, and the Council has decided to give effect to the recommendations of the Royal Commission at a cost of £75 per foot.

YESTERDAY'S SOLUTION



TOWN HOUSE

WITHDRAWN AT
£14,250

The highest offer made for the Earl of Balfour's town house, 4, Carlton-gardens, with garage at 12, Carlton-mews, was £14,250 on its submission by Messrs. Knight, Frank, and Rutley in their Hanover-square rooms. This figure was not enough, and the property remains on hand for private occupation.

Lord Balfour has lived at 4, Carlton-gardens since 1874, and one of his predecessors was Lord Palmerston. The house, which was built about 100 years ago, contains five reception and fifteen bedroom premises, on lease from the Crown for an unexpired term of eighteen years at £1,360 ground rent.

The Prime Minister has decided not to fill the vacant office of Parliamentary Secretary to the Ministry of Pensions.

JAPAN'S RESORTS

Wealth Of Coolness, Scenery And Interest

WITHIN REACH OF TOKYO

There are many interesting and little frequented trips available to foreign residents of Tokyo and Yokohama during the hot season, requiring but little of either time or expense. Most of them are to cooler places and all have distinctive features of interest. They offer a choice of sea or mountains and scenic and historic interest, states the "Japan Advertiser."

Although the Hokkaido, the northernmost island of Japan proper, is seldom visited for pleasure by foreigners it has good railway and hotel accommodations, is exceptionally cool and inviting at this time of year, and shows an entirely different side of Japan from that seen in the neighbourhood of the big cities. Trains run from Ueno Station to Aomori, the northernmost port of the main island, a run of about 20 hours. From there it is a brief ferry trip to Hakodate, the Hokkaido. The trip around the Hokkaido can be made in two ways, one through Hakodate, Shiroishi, Tezankai, Iwanizawa, Noboribetsu and Muroran; all the other through Kushiro, Nesukeishi, Tomakomaki and Muroran. The former plan costs ¥41.06 and the latter ¥49.96, both second class. Both trips require about four days.

Boshu Peninsula
There are three different ways of seeing this little-visited though beautiful and historic region, and only two to four days are required to see almost all of it. One way is to take a train from Ryogokubashi Station to Tateyama via Awa Hojo and to return by sea to Raiganjima. The fare for this route, which takes two days, is ¥5.88, second class. The second way is to take a train from Ueno to Tateyama via Soga and Katsura, also returning by sea. The fare this way is ¥6.62 and the time is about the same. The last trip, encircling the whole peninsula by rail and bus, takes four days and the fare is ¥7.37.

Saigomeguri Circular Trip
This is a shorter trip to the adjoining prefecture of China and requires only one or two days. The train is taken from Ryogokubashi Station to Saikawa, where the famous Kotani Shrine is located, one of the oldest and most interesting in the Kanto. From there the train is taken to Ofunatsu, where the Kashima Shrine may be visited, and thence back to Tokyo. The trip may be done in either one or two days and costs ¥7.24.

Izu Peninsula
There are three ways of visiting the mountains, coast and hot springs of the Izu Peninsula, all of which are particularly interesting. The first can be made in two days at cost of ¥11.40. The trip is by train from Tokyo Station to Shimizu, just north of Numazu, and thence by bus to Shuzenji, a famous hot spring resort in the northwest of the peninsula. From there another bus ride takes one to Atami and its beautiful mountainous coast, where the train may be taken back to Tokyo.

The second plan extends the trip from Shuzenji to the quaint and historic town of Shimizu at the southern tip of the peninsula, and thence back to Tokyo either by boat. The fare is ¥22.60 and the trip takes either three or four days. The third trip includes a visit to Numazu and omits Shimoda. It can be done in two or three days and costs ¥19.30.

Three mountain peaks are located conveniently to Tokyo besides Fuji. Fuji is climbed after taking the train from Tokyo to Gotemba. It takes about a day and a half and the fare is ¥7.32. Mount Akagi can be climbed either from Maebashi or Mizumata, both of which are reached by rail from Ueno Station. The trip takes about a day and a half and costs ¥8.68. Mount Chichibu is reached by rail from Ueno. The trip is about the same length and costs ¥10. Mount Okutama is reached by train from Shinjuku Station. The trip can be made in a day and costs ¥2.60.

Five Lakes of Fuji
This trip, one of the most beautiful in Japan, can be made in two ways each taking two or three days. One may go by train from Shinjuku Station to Yoshino and thence by bus around the lakes. The other way is to take the train to Numazu or Odawara and bus from there around the lakes. There are several small hotels which give comfortable accommodation in the lake district. The transportation either way is complete health, thanks to Dr. Williams' Pink Pills which drove the malaria out of my system."

Dr. Williams' Pink Pills for Pale People, the world's most famous Blood and Nerve Tonic, are obtainable from chemists everywhere, price \$1.50 per bottle, \$3 for 6 bottles.

air-motor boat or by taking the private Fuji-Minobu Railway. This takes three or four days and costs ¥13.

Northern Alps
The city of Matsumoto is the centre for all mountain climbing in the Northern Alps, the best climbing in Japan and which has been compared favourably with Switzerland. The return rail fare to Matsumoto is ¥15 and climbing trips usually takes from five days to one week.

The trip along the "Japan Rhine" can be made either from Nagoya or Gifu, and three or four days are advisable, although the trip can be made in two. The fares run from ¥15 to ¥20.

The Tenryu rapids are the most exciting in Japan and aroused the Prince of Wales' great admiration a few years ago. The train is taken from Shinjuku to Tenryu, where the river trip begins. The main line Tokaido trains can be taken at the lower ends of the rapids. The descent of the river requires all the daylight hours of one day and the whole trip is usually taken in three.

Lake Towada
Lake Towada is one of the most beautiful in Japan and is located between the two northern cities of Aomori and Morioka. The trip may be taken up the east coast via Sendai and down the west coast via Niigata in three to four days for a cost of ¥34.78.

The Miura Peninsula is better known as the locals of Kamakura, Yokosuka, Zushi and Hayama. These are the most popular beach resorts of Eastern Japan and are very convenient to Tokyo. A round trip ticket costs less than ¥5, and several days may be spent enjoyably there, although a few hours suffices for the trip.

White papers published show that on April 1 of 302,718 persons employed in Government departments 147,342 were ex-Service men and 75,346 were women.

Free At Last From
MalariaDr. Williams' Pink Pills
Rescue Another Sufferer In
Ceylon

Efficacious thought it is for the relief of malaria, quinine loses its helpful value in time, and when taken in large doses becomes positively harmful. Such is not the case with Dr. Williams' Pink Pills—the tonic remedy—because their action is never anything but beneficial.

The reason why Dr. Williams' Pink Pills have cured great numbers of malaria sufferers, as is proved by abundant evidence, is because they rapidly purify and enrich the blood stream, and the germs of malaria cannot live in the rich red blood they create. The case of Mr. E. P. Nathaniel, of 25, Elie House Road, Mutwal, Colombo, is but one example out of the many cures recorded as having been accomplished in this way.



Mr. E. P. Nathaniel
"In 1920 I contracted malaria," states Mr. Nathaniel, "and in spite of all the different medicines tried I could not get the fever out of my system. I had aches and pains all over my body and was often confined to bed. For two whole years I remained in this condition."

"One day, reading of Dr. Williams' Pink Pills as a cure for malaria, I decided to try them. Even after the first bottle some improvement was noticeable, and as I continued with the treatment the aches and pains decreased, my appetite revived and I slept well. Soon I found myself restored to complete health, thanks to Dr. Williams' Pink Pills which drove the malaria out of my system."

Dr. Williams' Pink Pills for Pale People, the world's most famous Blood and Nerve Tonic, are obtainable from chemists everywhere, price \$1.50 per bottle, \$3 for 6 bottles.

QUEER CASE

A CHAPEL SOLOMON IN
JUDGMENT

HARD TO PLEASE BUDDHA

A certain Mrs. Hwang, who lives in Kunghe Road, Chapel, having a spare room in her house, let it to a family named Lee. Mrs. Lee gave birth to a son and her landlady, who is a devout Buddhist and has a shrine of Buddha in her living room, reflected that, according to Buddha's doctrine, the bringing of life into the world is a sin, for to live is to be sentient and to be sentient is to suffer; hence it is better not to be born than to come into a world of misery. She felt sure that Buddha would be annoyed if he knew that a new life was being ushered into the world in the next room to where he sat in state in his shrine. So, states the Chinese Press, she took a piece of red paper (red is the lucky colour) and pasted it over the door of the shrine, so that Buddha might dream quietly in Nirvana while this objectionable action was taking place.

Buddha made no complaint, and the Lee family looked on the birth of a son as a fortunate affair and were irritated at their landlady for treating it as though it were something for which to apologise. Unfortunately, the babe did not live very long and again the Buddhist disciple felt that Buddha should be placated for having a death occur so near his august presence. She purchased candles and incense, let off a few crackers and knelt and said "O-mi-to-fuh" twenty times before the image. Mr. Lee was the more angry at this and declared that, if this old woman had not called the attention of Buddha to the birth of his son, all would have been well; Buddha would have paid no attention to such an insignificant incident as the birth of a son to a poor man, but, have had the matter thrust on his attention, he was naturally, obliged to vindicate his doctrine and so had decreed the death of the child.

Mrs. Hwang was responsible for his child's death said the man, and unless she get in a posse of Buddhist priests to say mass for the repose of the child's soul he would bring an action against her for damages for the child's death. Mrs. Hwang was now thoroughly alarmed. A lawsuit is an expensive affair whether you win or lose, and she appealed to the local court for protection, on the principle, probably, of getting in first blow in the coming battle. The local judge read the appeal and said: "Fool, this is all a rigmarole of superstitious nonsense. The case is dismissed."

NIGHT CLUBS

3 MORE POLICE OFFICERS
SUSPENDED

Another Metropolitan Police sensation was furnished recently by the suspension of three more officers, namely, Chief Inspector Meers, Station Sergeant Edwards, and Police Constable Mills.

Meers, with 28 years' service, is one of the best-known officers in the West End. He was formerly the officer responsible for the supervision of night clubs, but he was transferred last January to Devonport Dockyard, which is under the jurisdiction of the Metropolitan Police.

Shortly after the transfer he resigned, but his resignation was not accepted.

Scotland Yard declines to say anything regarding the nature of the charges against these three men, who will, in due course, be brought before the Disciplinary Board.

Meanwhile, Viscount Byng has adopted the remarkable step of calling for volunteers from other parts of London to work in C. (Western) Division, comprising the Piccadilly, Soho and Mayfair areas, with a view to forming a corps elite to carry out the difficult work of supervising night clubs, disorderly houses and illicit drug traffic.

The response to this appeal is reported to have been most enthusiastic.

Effects of Publicity
Viscount Byng, in his report for 1928, says that one effect of the publicity given to police matters has been an increase in the number of letters received making charges against individual officers, or general allegations.

These have been investigated carefully and appropriate action has been taken whenever the charges have been found to be justified. Another effect of the publicity has been the reluctance of the police to take action.

Viscount Byng concludes by declaring that the discipline and general conduct of the Force is steadily improving.

William Foley, aged 13, a postal telegraph messenger, of Winchester-street, Pimlico, S.W., and a member of the R.N.V.R. attached to H.M.S. "President," rescued an elderly unknown man who had fallen into the Thames at Victoria Embankment, E.C.

THE
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BANK SCANDALS

MILLIONS OF DOLLARS NOT
ACCOUNTED FOR

Some of the shrewdest of the Department of Justice's secret service agents in New York are working desperately, according to the "Evening World," to discover the millions of dollars which are alleged to have disappeared mysteriously in the crash of the Clarke Brothers' bank, which closed recently after a career of eighty years in the Wall Street district, thereby ruining thousands of small investors. So far the officials have found nothing.

The partners of the bank admitted to the United States District Attorney that they transferred "hundreds of thousands of dollars' worth of property" to their wives and families just before the crash.

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WEATHER FORECAST

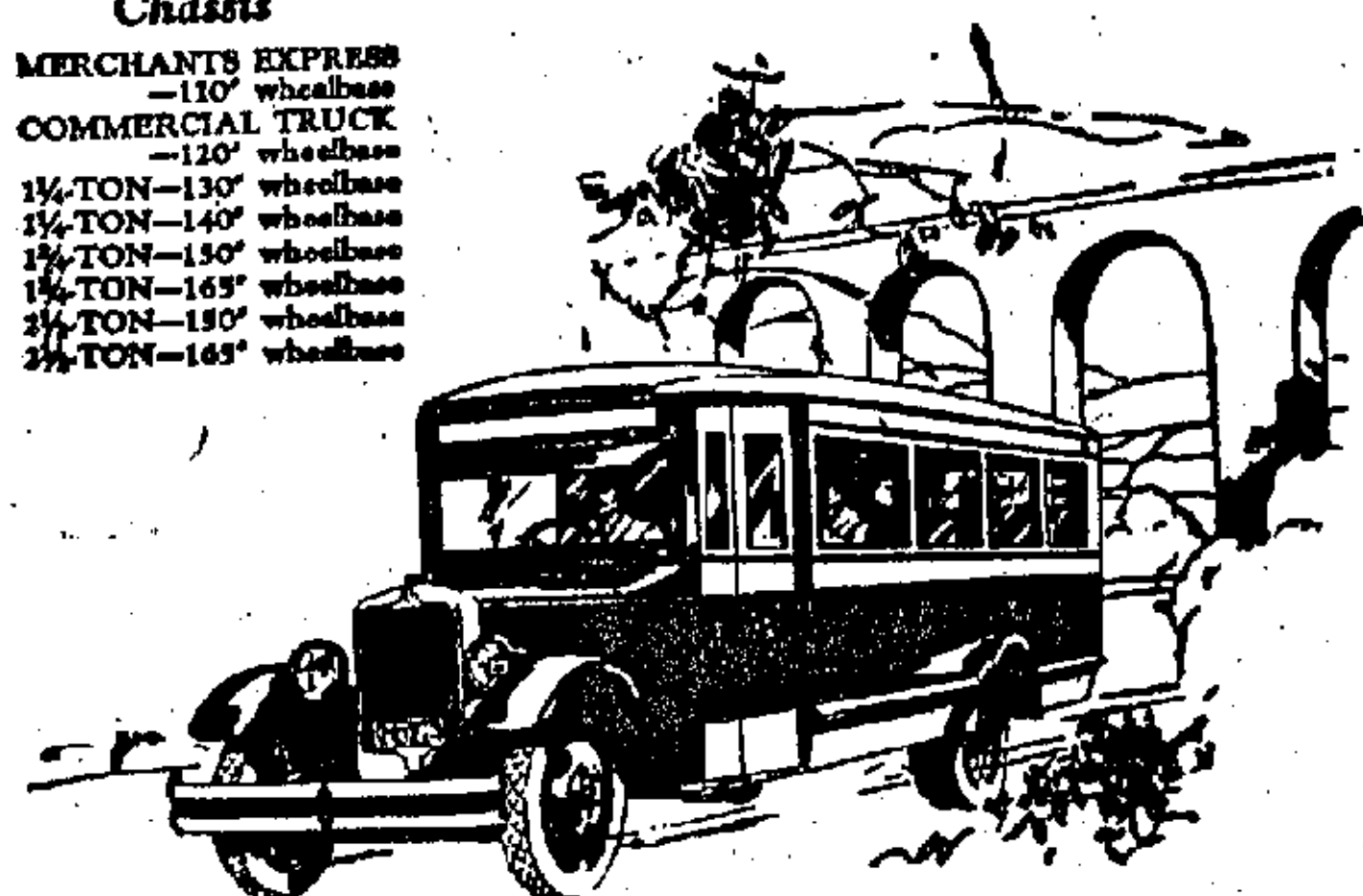
PREDICTIONS SEVEN YEARS IN
ADVANCE

Sir Hubert Wilkins, the well-known Antarctic explorer, recently arrived at New York. In the course of an interview he declared that in the next ten years the uncertainty of the wheat pits of the world would come to an end, for by that time it would be possible to predict the weather seven years in advance.

With every nation in the Northern Hemisphere supporting a society for the prognostication of the weather, based on air currents and other conditions at both Poles, he declared that he saw certain success for his dream of some day being able to advise agriculturists of the world what and when to plant.

THE MOTORISTS' PAGE

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 MERCHANTS EXPRESS
 —100' wheelbase
 COMMERCIAL TRUCK
 —120' wheelbase
 12 TON—130' wheelbase
 14 TON—140' wheelbase
 16 TON—150' wheelbase
 18 TON—160' wheelbase
 20 TON—170' wheelbase
 24 TON—180' wheelbase



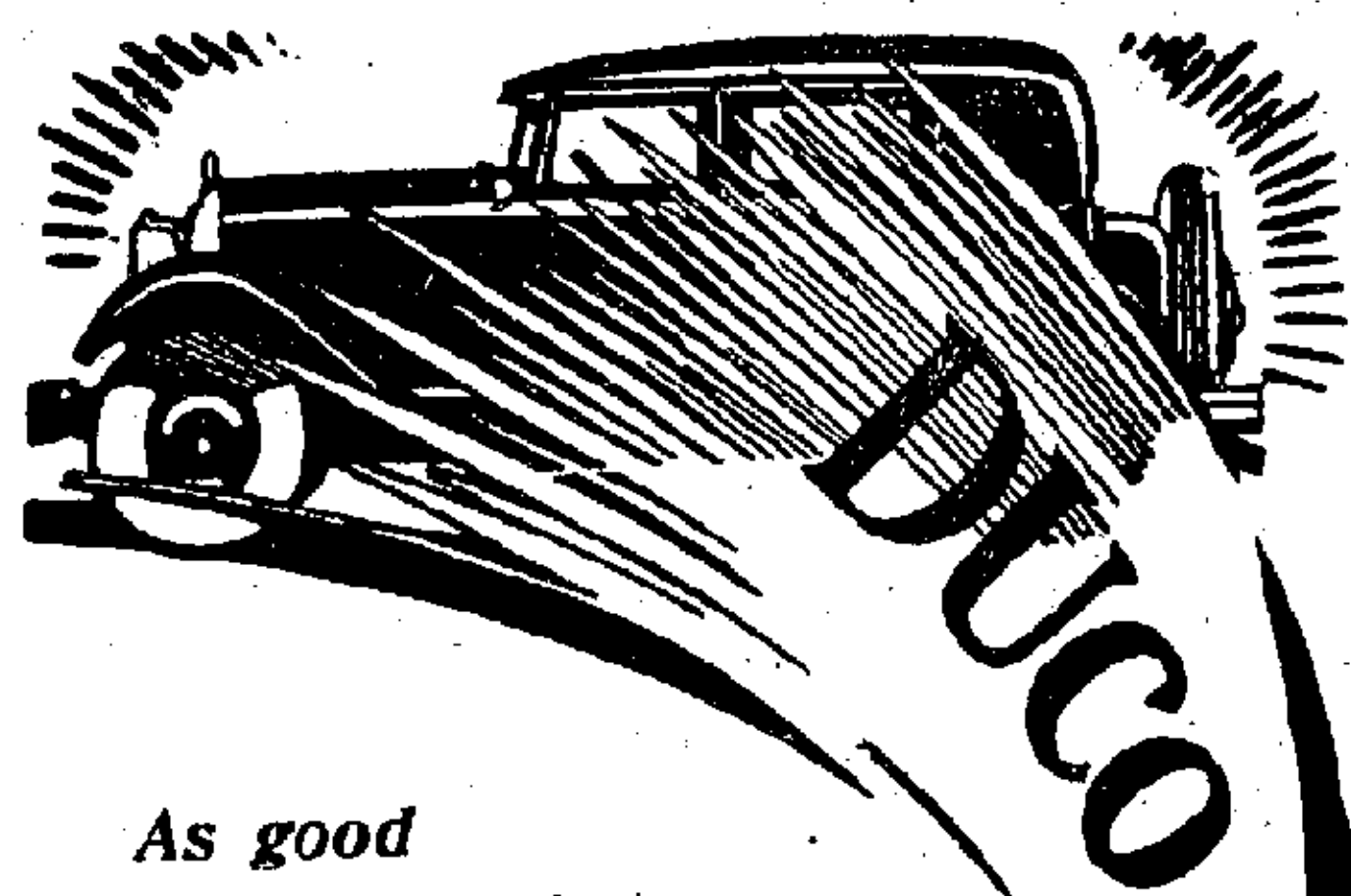
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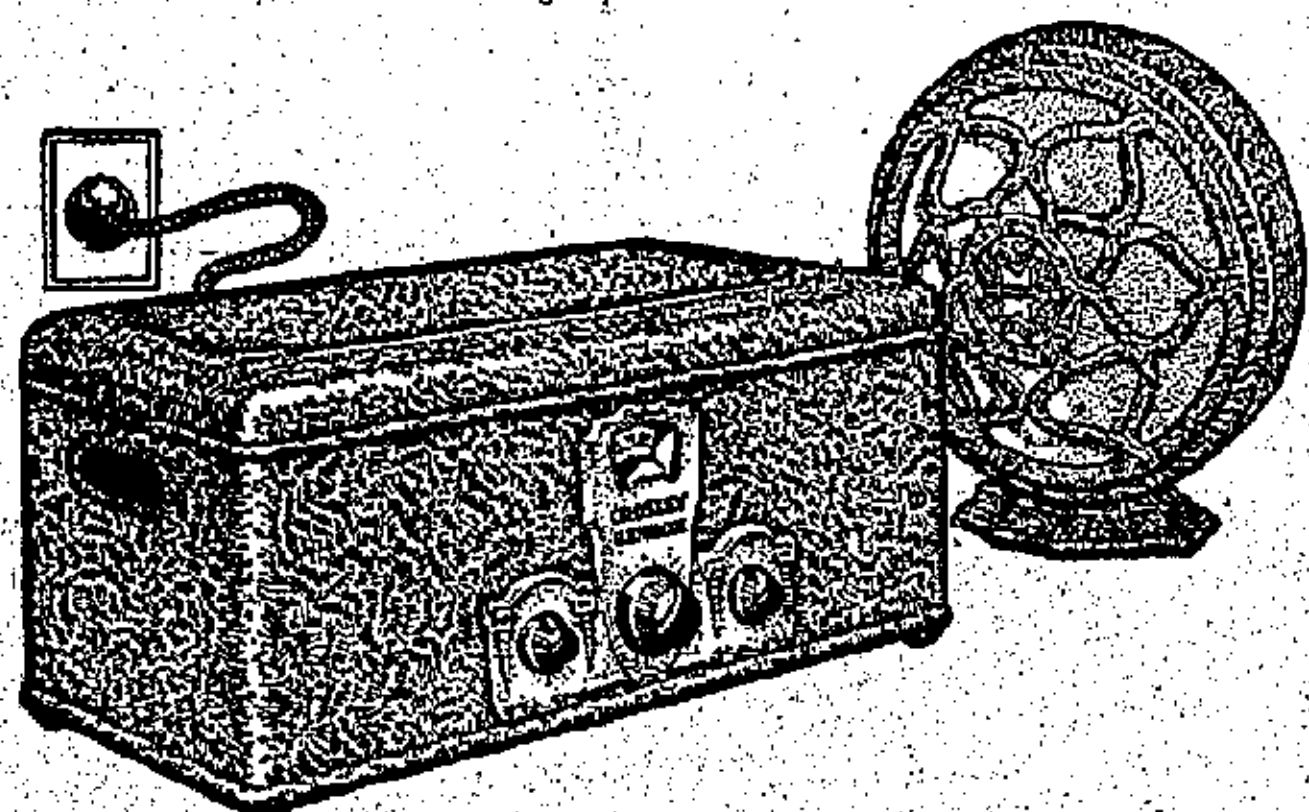
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WHIPPET ROADSTER

POPULAR WITH THE YOUNGER SET

The ever increasing number of the new Superior Whippet Four Collegiate Roadster models that are now seen on the streets, the rural highways and at the country clubs throughout the nation is an indication of the popularity of this smart model.

Designed to carry four passengers—two in the front seat and two in the roomy rumble seat in the rear—it has won a wide acceptance, not alone with the younger set but with adults as well who seek a dash of youth and spirit in their motor cars.

The water-proof collapsible top, which attaches firmly to the windshield may easily be lowered or raised while the detachable side curtains provide utmost protection when driving in inclement weather. Metal steps on the rear bumperette and on the right rear fender provides easy entrance and exit at the rumble seat.

This roadster model also is proving ideal for summer touring purposes for two with the roomy rear section for use in carrying luggage. This section is provided with a lock which insures safety at all times for the contents.

The long, sweeping lines of the Whippet Collegiate Roadster are admirably set off by the attractive colour combinations and the wire wheels all around. The spare wheels and tyre are carried snugly in a fender wheel mounted in the right forward fender and held firmly in place by means of a sturdy metal arm which is attached to the body.

Because of its racy design it has gained the reputation of being one of the fastest Whippet Four models ever built by the Willys-Overland Company while its power development carries it over the steepest slopes and grades without any strain on the engine.

Like all other Willys-Overland products the roadster model is equipped with the "Finger-Tip Control" which has proved a sensation since its introduction this year by the Toledo manufacturer. This system enables the driver to control all the functions of starting the engine, sounding the horn and operating the lights from a single button in the centre of the steering wheel, without clumping the driving position.

Executives of the factory declare that these popular models will continue to be produced in large quantity to provide immediate delivery to the buyers.

MORRIS MINOR

SMALL, BUT EFFICIENT CAR

Sydney, July 18.

The small car, during the past four or five years, has forced itself into a much more prominent place than it formerly occupied, and it has become almost a common-place now for the owner of one to set out on a country or even interstate tour, some hundreds of miles in length. The exploits of Messrs. P. W. Armstrong and C. Manley in their little Triumph, in which they established a miniature-car record from Fremantle to Sydney, of Messrs. Antill and McGee, in their Riley Nine, in which Mr. Armstrong's time was broken by a substantial margin; of Mr. N. Greenwood, who made a complete circuit of Australia in a small Citroen, and of Messrs. Hector MacQuarrie and R. Matthews, who penetrated farthest north to Cape York Peninsula, in an Austin Seven, not to mention numbers of other fine performances in cars of under 1,100 and even under 750 c.c., have brought the tiny vehicle into public notice, and helped considerably to extend its popularity.

Recently opportunity was taken to test out one of the latest of this type of car, a Morris Minor, a make which was introduced into Australia only a few months ago, but in the intervening period has made a good name for itself in competition as well as in the hands of private owners. The car used for the test was a demonstrator fitted with a touring body, having two bucket seats for the driver and one passenger, while there was also room at the back for two more—as a matter of fact, the car was set the task of conveying three men of average size for about four miles in this test. The car has a wheel-base of 6ft. 6in., and 5ft. 6in. track, which naturally does not offer tremendous scope for the installation of a four-seater body, and the back seats are more suitable for two children than for adults, but more room is secured by the provision of wells for the feet of the rear seat passengers beside the propeller shaft, over which a metal shield is placed. The body had two wide doors, access being gained to the back seat by folding one of these in front.

The engine is an interesting part of the car, being four-cylinder, with a bore and stroke of 57mm. by 58mm. (847 c.c.). It has an overhead camshaft and overhead valves, aluminium pistons, automatic piston type carburettor, exceptionally high pressure lubrication, and gravity fuel feed from a 5½ gal. tank, with one gallon held in reserve. The petrol tap is under



A blood transfusion was necessary in efforts to save the life of Dorothy Wilson, inset, Chicago society girl, who was badly injured in an auto accident with Miss Helen Hertz's car. Helen Hertz, above, at the wheel of her car, daughter of John Hertz, owner of Reigh Count and many millions, is being held by the Chicago police. Police say that Miss Hertz ran by a stoplight, ramming the Wilson car, wrecking both autos. In case Miss Wilson dies, Miss Hertz will be held on charges of manslaughter, says Chief Freeman.

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the dashboard, and the reserve petrol can be made available by turning it the opposite way to the usual "on" position. The car has a three-speed gearbox, and four-wheel mechanically operated brakes, with the hand-brake on the transmission. It has five wire wheels and balloon tyres, Smith adjustable shock absorbers, semi-elliptic springs, a fine Lucas six-volt electric set, battery ignition, and the instruments include a speedometer. The steering is fitted with ball bearings.

Early Impressions

The little car was taken over after dark on Friday night at Castlereagh-street, and driven out through the traffic of Park and William streets. The first impression gained of it was the surprising eagerness of the tiny engine for its work. There was no suspicion of sluggishness, although, of course, it was found necessary to keep revs. well up to a high point, otherwise frequent gear-changing was involved. The car, however, was not at all unpleasant to drive in dense traffic, its responsiveness to the accelerator, especially when proper use was made of second and top gears, and tractability, thanks to the good four-wheel brakes, together with its small size and good steering, making it really ideal for such work.

Its real test came with a run out along the Southern-road, carrying two adults and two young children, the total weight loaded being about 15cwt. After standing all night in the cold, the engine took a little time to start, part of this perhaps being due to want of familiarity with the car's characteristics, but after running a few minutes, it warmed up to its work, and thereafter gave no trouble. With a not unpleasant hum from the engine and transmission, the tiny car made its way along the Liverpool-road through what traffic there was, and seemed to make light work of maintaining as good an average speed as any except the most powerful vehicles on the road. A striking feature of its running was the speed which could be developed without any suggestion of engine labouring, in second gear. On several of the hills, although the engine was pulling fairly well in top gear, it was considered better to change down, and on second the little car fairly leaped at everything. The gear change (which is standard, the same as American cars) was so easy to operate that many changes were made when per-



Reports in the automobile world say that John N. Willys is negotiating the sale of his huge interests in his Detroit manufacturing concern. This indicates that the auto magnate is preparing to accept the Ambassadorship either to France or Turkey which was reported offered to him.

haps the engine would have picked up without them. The little car romped along through Liverpool and out over the hills to Campbell-town, flying over the steepest in second gear, and maintaining a speed which was an eye-opener. On the inferior road from Camden over Razorback, also, it showed the excellence of its steering and suspension, although naturally it was not as smooth as the bigger cars.

On Razorback

The ascent of Razorback was awaited with particular interest, to see if the two nasty turns and the steepest grades would compel a reduction to first gear. The long stretch of "Little Razorback" was easy for second gear; in fact, the car had to be held back there as there were some other far more powerful cars engaged in a more leisurely ascent in top gear, and the small car in second gear was capable of a perceptibly higher speed than they were content to maintain. Its handiness on the bends and corners also gave it an advantage over the largest cars which offset to a certain extent

their higher power. At the top of Little Razorback a halt for lunch was made, and afterwards the journey continued with a much cooler engine to tackle the hairpin bends and steepest sections of the mountain. Nevertheless, the little car rarely needed full throttle in second gear and for most of the climb had power in hand, topping the hill at about 18 miles an hour.

From then on to Bargo the car made a run practically devoid of incident, descending the southern side of Razorback comfortably without recourse to the brakes, until right at the edge of the creek, and a run was made out along the road at the Bargo River bridge towards Picton Lakes. There is a very bad bump on this section of the road about halfway between the Southern-road and the Picton Lakes settlement, which cannot be seen from such a small car until too late to avoid it; the whole four wheels seemed to crash into this simultaneously. This was about the most unpleasant feature of the whole drive.

During the return journey much of Razorback was climbed in top gear, and all the rest in second, the little car bounding along in the latter; second also held it with perfect safety and comfort for the descent. Near Liverpool the big procession of returning traffic was joined, but the great acceleration of the little car enabled it to seize many opportunities of working ahead into the gaps where driving was much pleasanter. During the test about 115 miles were covered, but during the week-end this was increased to probably 155. The actual petrol consumption is not known as the tank was only partly full when the car was taken over, and one gallon was added at Picton, but it appeared to be about 45 miles to the gallon. No trouble of any sort was experienced during the run, and altogether the little car made a very favourable impression.

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FOUR CAPTURES

WHIPPET SCORES AGAINST
HIGHER PRICED CARS

Since the introduction of the original Whippet four-cylinder model three years ago, it has established an outstanding reputation for its speed, stamina and roadability. Even in its initial year it was subjected to numerous tests in stock car races and hill climbs in every section of the world and because of its remarkable performance, quickly became the centre of attraction among the cars in the lower priced field.

The latest accomplishment of a Whippet four was in the three races against twelve other cars of both American and European make in a race programme at Auckland, New Zealand. Entered in three of the events, the Whippet Four captures two first and one second, even though pitted against six cylinder cars, several of which had been specially equipped for increased speed. The car that won the race in which the Whippet finished second was an American

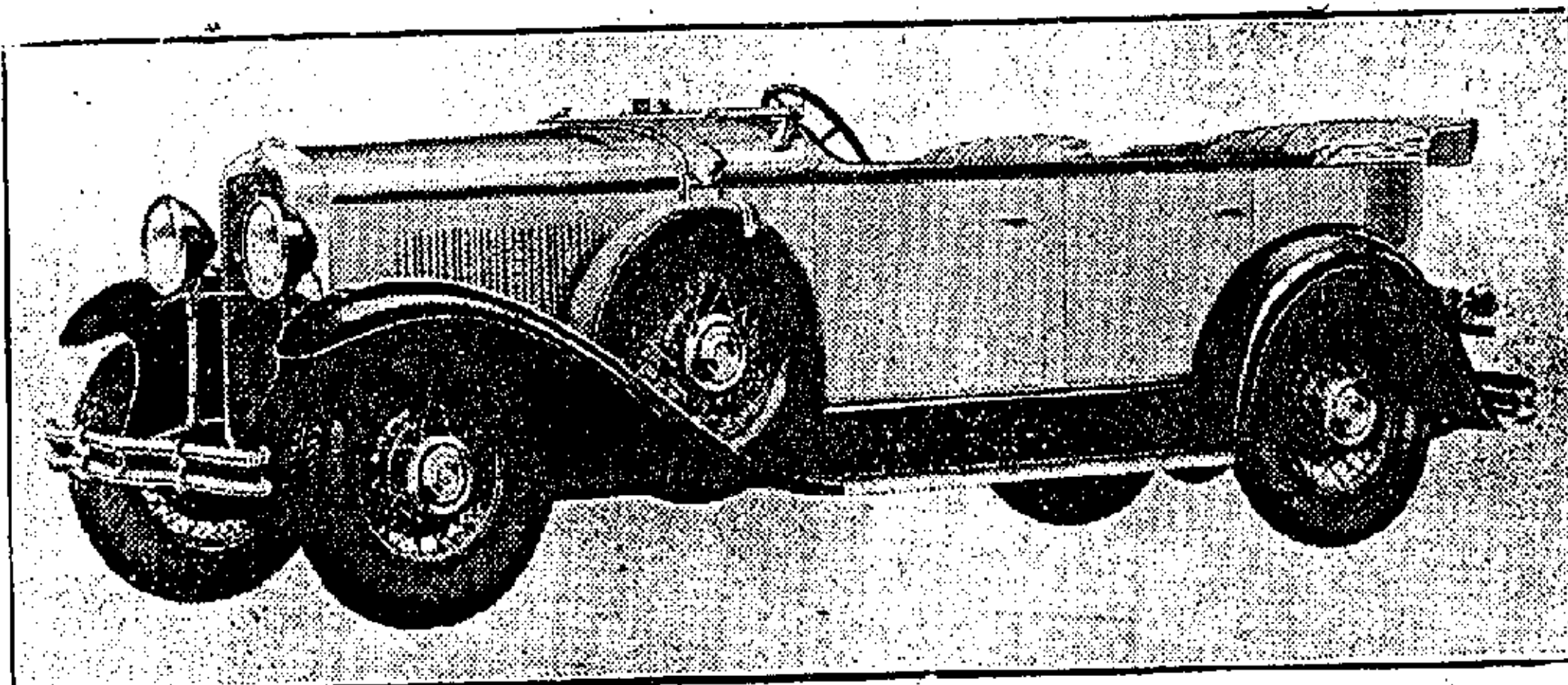
NEW MARQUETTE

CREATING MUCH LOCAL
INTEREST

MODELS EXPECTED SHORTLY

"Ever since it was first rumoured around town that Buick had built a new motor car and called it 'Marquette' there has been a great deal of interest shown in the announcement and a keen desire to see the car," said the manager of the The Dragon Motor Car Company, Ltd., local dealers for Buick Motor Cars in this territory yesterday.

"With the meagre facts I have had from General Motors, I can only say for the present that 'Marquette' will be a stunning car available in six models and will sell for less than Buick. It was designed primarily for those tens of thousands of motorists who have long had a desire for a Buick, but who on account of the limitations of their purses have had to be satisfied with cars of lesser quality. Marquette offers Buick quality, Buick reputation, Buick Value."



Marquette de Luxe Model 35—5 passenger Phaeton.

WHY CARS SKID

TEST MADE WITH MOTOR
CYCLES

A motor-cycle side car has been designed by Mr. J. Bradley, for skidding tests. It is fitted with a wheel which can be set at any angle to the direction of travel. When making a test, the driver sets this wheel in an inclined position, so that the motion is partly rolling and partly skidding. The mechanism automatically records on a chart the braking force, the sideways force (the thrust on the tread of the tyre of the special wheel perpendicular to its plane, divided by the load on the tyre), as well as the time and the revolutions of the front wheel and the side-car wheel; when a special brake is applied, a record is also obtained of the retarding force.

Tests, made on different road surfaces with different tyres at speeds up to 30 m.p.h. in various weathers, show that the resistance to skidding of some roads is, within limits, independent of the tyre tread shape and size and the speed. The resistance is not appreciably lowered on some roads when they become wet; the resistance to skidding may decrease with increasing speed or at low speed. Sometimes the reduction does not begin before the speed reaches 15 miles; the latter surfaces are considered dangerous, because drivers find the road safe at moderate speeds.

Shape of Tyre Tread
The influence of the shape of the tyre tread is not yet clear. A model four-wheel vehicle with a wheelbase variable up to 12 in. and solid rubber wheels, 3 in. in diameter, has also been constructed. Each of the four wheels, or combination of the wheels, can be locked independently by an internal expanding brake. The vehicle is projected at known speeds over various surfaces, and the path traced by the centre of gravity of the vehicle is obtained when one variable is altered at the time.

As regards wheel size and impact, Mr. Hyde finds that the road vibrations, set up by motor vehicles fitted with solid rubber tyres, approaches a maximum on irregular roads when the radii of the wheel and of the hollow are equal. This holds when the tyres are not overloaded; the effect of overloading is greater than that of the approach of the radii to equality. The vibrations were greatly increased when the overloading impaired the resilience of the tyres; when a ridge is followed by a small depression the vibrations become very great. "Engineering"

REMOVING TIGHT NUTS

There are many nuts about the car, notably those which hold the cylinder head in place, which are constantly under a considerable strain, and consequently often jam on their threads, so that all the usual methods to remove them are unavailing. If it is not possible to remove such nuts without destroying them, drill two parallel holes in line with the bolt in one of the flats, or more holes if the nut is very long, and then split the nut with a sharp chisel. If the work is done carefully, the bolt will not be damaged.

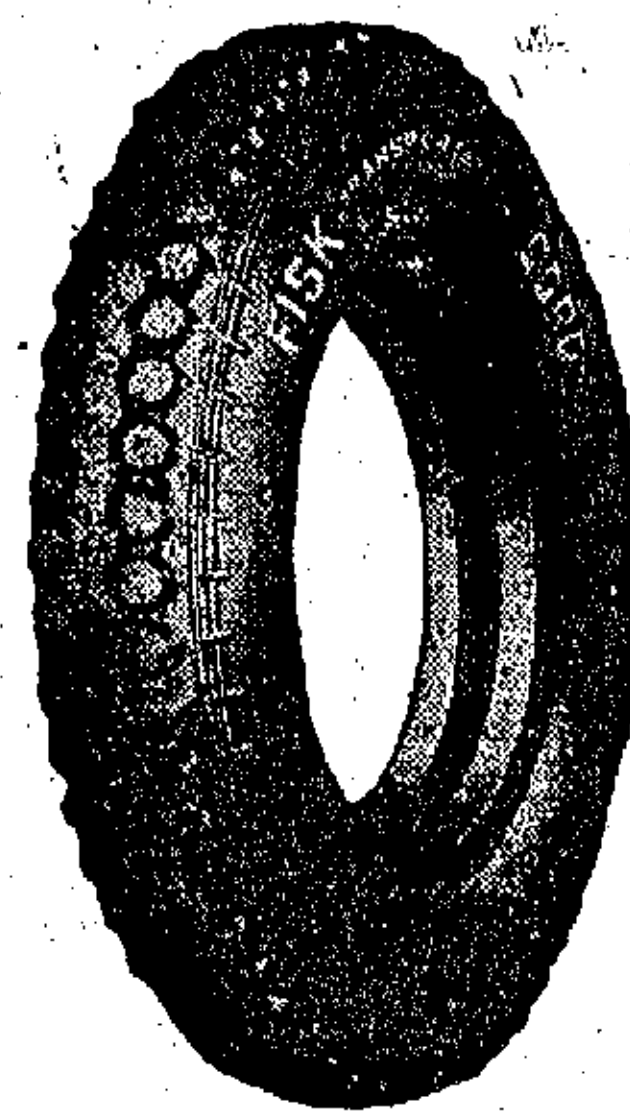
TYRES

SUBJECTED TO GREAT
STRAINS

Tyres, which are subjected to extraordinary strains every time a car is taken on the road, are given far too little thought by the majority of motorists. In many cases the attention given to the maintenance of correct air pressure in the modern balloon tyres, in which this is a matter of much more importance than in the older high-pressure types, is of a very casual description. Although running with the air only a few pounds below that recommended by the makers means a reduction in the life of the tyre, as expressed in miles which it will cover, neglect occurs, despite the fact that it is considerably easier to pump one of the modern balloon tyres to its proper pressure than it was to do so with an old high-pressure tyre of much smaller section.

That tyres to-day give the mileage they do, in fact is a tribute to the great strength built into them

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should be examined to make sure that both are sound and efficient.

Still another matter in tyre maintenance which should not be neglected is the watching of small cuts in the tread and walls which are not deep enough to puncture inner tubes, but which admit water and dirt to the water casing. It is advisable to clean out and fill these with one of the good preparations available for the purpose, or, if large, to have them vulcanised. Water causes the fabric foundation of a tyre to perish very quickly, when a disastrous burst will wreck an otherwise excellent tyre and tube. If these points are watched carefully a cover after a normal life of perhaps 7,000 miles, is quite fit to be retreated, and give another 4,000 or 5,000 miles. Many tyres, of which the drivers have taken such care, can be found with cover mileages far in excess of these. For successful retreading it is advisable to have the tyre treated before the breaker strip of canvas is actually exposed. The pattern of the canvas can always be discerned through the last film of rubber if the tread is examined at intervals when the non-skid pattern has worn off the tread.

WHEN CLUTCH SLIPS

When a clutch slips, it is rather unlikely that the clutch spring is not strong enough, although it is possible that it may require adjustment by means of the lock-nut on the end of the shaft. It is more likely that the trouble is caused by the presence of oil on the clutch plates and friction surfaces. The remedy in this case is to clean the plates with the aid of petrol and a stiff wire brush. Presumably you have ascertained that the linings are not unduly worn, and that the steel plates are not buckled. You should also make sure that the clutch-operating rod is quite free in its housing, that the Bowden wire is not sticking in its cable, and that there is sufficient slackness in the control to allow the clutch fully to engage.

IN FLAMES

DID NOT KNOW HIS CAR WAS
ON FIRE

Captain H. V. Jellicoe and a girl companion are congratulating themselves on a narrow escape while competing in the Junior Car Club's High Speed Reliability Test at Brooklands on July 5.

Driving an Alvis, Captain Jellicoe was shooting into the railway straight, heading for the sharp bend where competitors leave the track for a narrow road. Only then was it seen that his car was on fire.

Captain Jellicoe, whose passenger was Miss L. Sills, did not notice the smoke issuing from the side of the bonnet, and he travelled on towards the bend.

A woman passenger in a car that had just passed him waved frantically, and shouted, "Fire in No. 601" to officials at the side of the track.

Captain Jellicoe pulled up after rounding the hairpin bend. Officials helped the crew to alight, and then put out the fire with extinguishers.

The car was too badly damaged to continue in the trial.

Daring Women

There were many other thrills during the trial in which 60 competitors, including four or five women, took part. Part of the trial, including hairpin bends, was run in a rainstorm. But the women did not seem to mind.

Mrs. R. Urquhart Dykes, dressed in a pale blue helmet and driving suit, smiled as she passed the grand stand. Mrs. M. A. Way, in a Bugatti, thrilled the spectators by her clever and daring driving.

Over a dozen cars had to retire owing to the speed at which the trial was run, but all the women competitors finished the course in good time.

First home was Mr. H. D. Parker, with Mr. L. G. Callingham second, and the Earl of March third. All were driving M. G. Midgets.

Mr. Parker led throughout the trial.

JOY RIDE SEQUEL

OWNER'S DEATH: PRESSED
FOR £2,000 DAMAGES

London, July 9.

The death of an oriental merchant, Dulpatram Aditram Bhootwalla, aged 30, who was found gassed after a judgment for £2,000 had been given against him in connection with a motor accident in which his chauffeur was involved, was the subject of an inquest at Camberwell to-day.

Bhootwalla's mother gave evidence to the effect that her son's chauffeur took out the car for a joy ride and had an accident. Her son was not in the car.

Judgment for £2,000 had been given against her son and the insurance company had declined to pay as the chauffeur had not renewed his licence. Her son had been pressed for payment, had not been given any time and she had been put into his warehouse.

When her son heard of this it finished him.

A solicitor gave evidence to the effect that the money could have been found by the realisation of some property.

The inquest was adjourned.

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GOOD DRIVING

COOLNESS IN EMERGENCIES REQUIRED

Throughout the whole transportation world and the traffic situations of every State there are certain fundamental principles which must always be present if the ideal of safety for motorists and pedestrians is to be achieved. It is fair to demand from each participant (and here the motorist enters prominently into the story) the care which must be given at all times and under every circumstance if all are to be safe. Conditions are continually being made safer, for with the advent of more modern traffic regulations and control, and the increasing number of good roads the motorist finds motoring conditions becoming much safer. Therein his own part is aided.

In traffic everyone is responsible for his acts or omissions, and for the carrying out of this responsibility he must rely on his brain for self-government. He must not only obey reasonable laws and rules, but must be able to meet daily situations for which no rules are made. In other words, he must be ready with his mind so well trained that he will not be caught unawares by circumstances caused by the failure of some other person to do what he may have a reasonable right to expect will be done. Therefore the good driver is the man—or the woman—who, by continuous intensive training, develops the qualities of alertness and concentration that they will be ready for any emergency which everyday traffic may develop.

STOLEN CARS

MOTORISTS A CARE-FREE LOT

Motorists as a class are a care-free lot. At any rate, they do such queer things that ordinary folk get that impression. What is one to think, for example, of the deliberate way in which they encourage theft by leaving their cars unattended in the street? On the other hand, what are they to do? They must leave them somewhere, and when they are left in a public thoroughfare they may not lock the doors because it is an offence to do so. In my opinion (says a writer in "Truth") there would be fewer thefts if there were more official parking places.

Cars are not stolen, as Lord Byng makes out, merely for pleasure jaunts, but more often than not for what can be taken from them in the shape of accessories and other things, which are much easier to conceal and dispose of than the vehicles themselves. I know of one stolen car that was returned to its lawful owner stripped of everything that could possibly be removed—lamps, carburetter, sparking plugs, magneto, spare wheel and tyre, seat cushions, rugs, and the entire instrument board. It had been left on the roadside for several days, and was in such a battered condition that the owner scarcely recognised it. He would have preferred never to have seen it again. When a car has been so badly mauled about it can never be the same again, which might well make owners fear the return of their cars even more than the loss of them.

"LOADOMETERS"

SINGAPORE DEALS WITH OVER- LOADED LORRIES

Among the many problems with which the police are faced in regard to the ever-increasing traffic in Singapore the matter of overloaded lorries and trucks is by no means the least. That such overloading is rife is admitted, but tracing offenders and securing a conviction in the courts has been found difficult by the traffic authorities.

In the past there have been occasional cases of allegedly overloaded motor trucks being involved in street accidents, but the position to-day has become acute and ways and means of effectively combating the nuisance have occupied the minds of Singapore traffic authorities. The only method of bringing offenders to book previously was by driving the vehicle suspected to be carrying more than the licensed maximum load to a platform scale, usually kept in the yard of the Registrar of Vehicles. This method was found inconvenient from several aspects. A lorry, say, ten miles out of town would have to be driven into town and then on examination be found to weigh just a few pounds more than the permitted load—not warranting a prosecution. The time involved would be lengthy and the owner of the truck subjected to considerable unnecessary delay in the process.

Using New Invention

This question has had the attention of authorities in other parts of the world and diverse solutions have been tried, with varying results. In order to cope with the difficulty Singapore traffic authorities are now experimenting with an invention which seems to be very satisfactory. Apart from the danger occasioned by overloaded vehicles in street accidents there is considerable damage done to road surfaces.

The Police Traffic Branch is now equipped with loadometers which come from America. These instruments are portable and record in pounds weight the concentrated load on each wheel of a truck. By their use the officers are enabled to weigh overloaded vehicles at the points where they are apprehended, to increase their effectiveness by changing their location at will, and—what is more important—secure evidence of over-weight to submit to the court when prosecuting offenders.

Loadometer Described

This device can be carried around by officers in their cars and eliminates the difficulty of bringing a vehicle a long distance to a platform scale. A pair of loadometers only weigh 23 pounds each and the method of application is simple. They are in fact two small platforms with clam levers, and a gauge. In carrying out a test the meters are placed on the road in front of the front wheels of the truck, which is driven up so that the wheels roll on to the centre of the platform. Readings are taken from each gauge, the sum of which is the weight of the front axles. The loadometers are then transferred to the rear and the vehicle backed up on them. The sum of the two pairs of readings gives the gross load of the motor truck. The meter is constructed of special aluminium alloy giving a maximum strength, yet reducing the weight to a minimum, and accurate readings are made from large dials graduated in pounds. The pressure gauge is equipped with a zero correction screw so that the instruments may be correctly calibrated at all times.

Two cases of a test character in which the new loadometer provided the evidence of over-weight were brought in the courts by Mr. Alexander, A.S.P., in charge of the Traffic Branch, and convictions were secured in both cases. In one case the overload was as much as four tons and in the other two tons. Fines of \$5 each were imposed on the offenders.

DAZZLE PROBLEM

AN ATTEMPT AT SOLUTION

[By L. Lord, of Philips Lamps, Ltd. (Australasia), Sydney]

Every winter brings a new crop of inventions calculated to do away with dazzle-lighting. Every new invention is better and more complicated than the previous one, and the first mention we hear of it is generally the last. One is forced to conclude finally that it is not possible to obtain a light which throws its beam far to the fore on the road and at the same time is capable of doing away with dazzle. At all events it is noticeable that the number of these inventions which seek to avoid dazzle has lately decreased considerably.

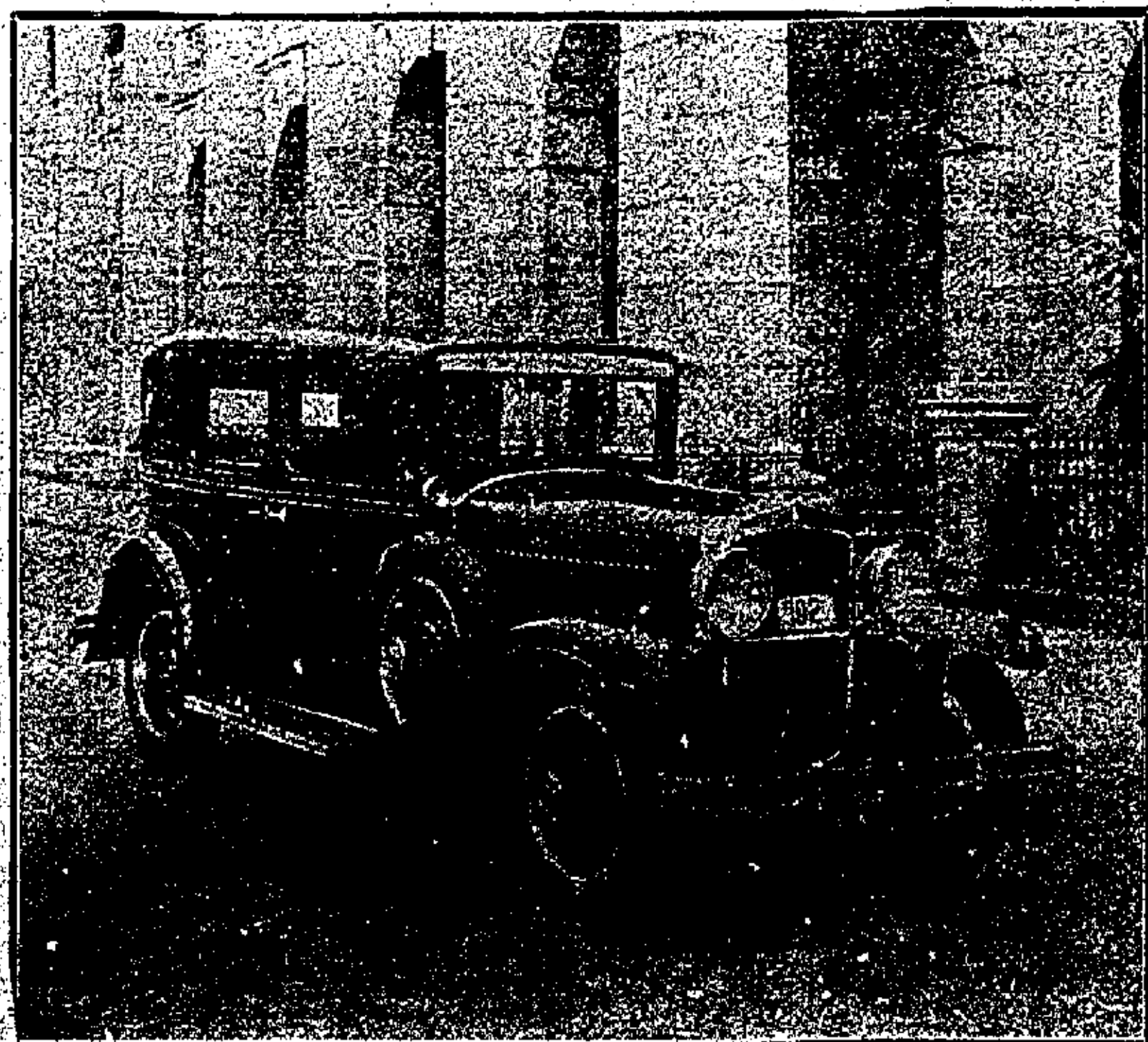
On the other hand, one is more and more led to the conclusion, which was also the finding of the International Lighting Commission, that the solution of the anti-dazzle problem lies in the use of a duplex system, i.e., one which gives a full bright light ahead reaching well to the fore for normal lighting, and at the same time can be made to give a downward directed light when meeting another car or pedestrian on the road. The same quantity of light is used in both cases but is distributed in different ways over the road. This end can be obtained by making the headlights move in an adjustable fitting. It may also be achieved by tilting the reflector in a rigid headlight. These solutions require a very durable mechanical construction, and cannot very often be obtained with existing lamps.

It is, therefore, much simpler to direct the beam of light downward by optical principles. It is well known how dependent the direction and form of the beam sent out by a projector is on the relative position of the source of light in the lamp and that of the reflector. Instead of two different lamps, it is now possible to use only one lamp which contains two lighting elements. One of these is placed exactly in the focus of the reflector and throws a concentrated beam of light well ahead on the road, which is obviously a dazzle light. The other lighting element is so arranged that the light is not thrown out so far, but at the same time it streams out in a broad beam on the road. Dazzling is thus completely avoided, and by the attachment of a small metal cup which prevents the rays striking the upper half of the reflector, all dazzle is abolished. One lighting element gives exactly as much light as the other, the only difference being the manner in which the light is distributed. At the same time the disadvantages of dimming are abolished.

How is this transformation from bright to anti-dazzle obtained on meeting another car? It is quite simple. The current is switched from one lighting element in the lamp to the other by means of a normal changeover switch. The switch and the wires required for this are so much more simple than the mechanical dipping of the lamp or reflector, and being operated from the dash board, this circumstance alone is enough to prove the superiority of dipping the lights by electrical means. Since all mechanical auxiliaries are dispensed with, the head light using electrical switching over requires practically no attention or upkeep. This system has been evolved in the Philips laboratories, and is being used on 65 per cent. of the new cars turned out by the factories.

OAKLAND

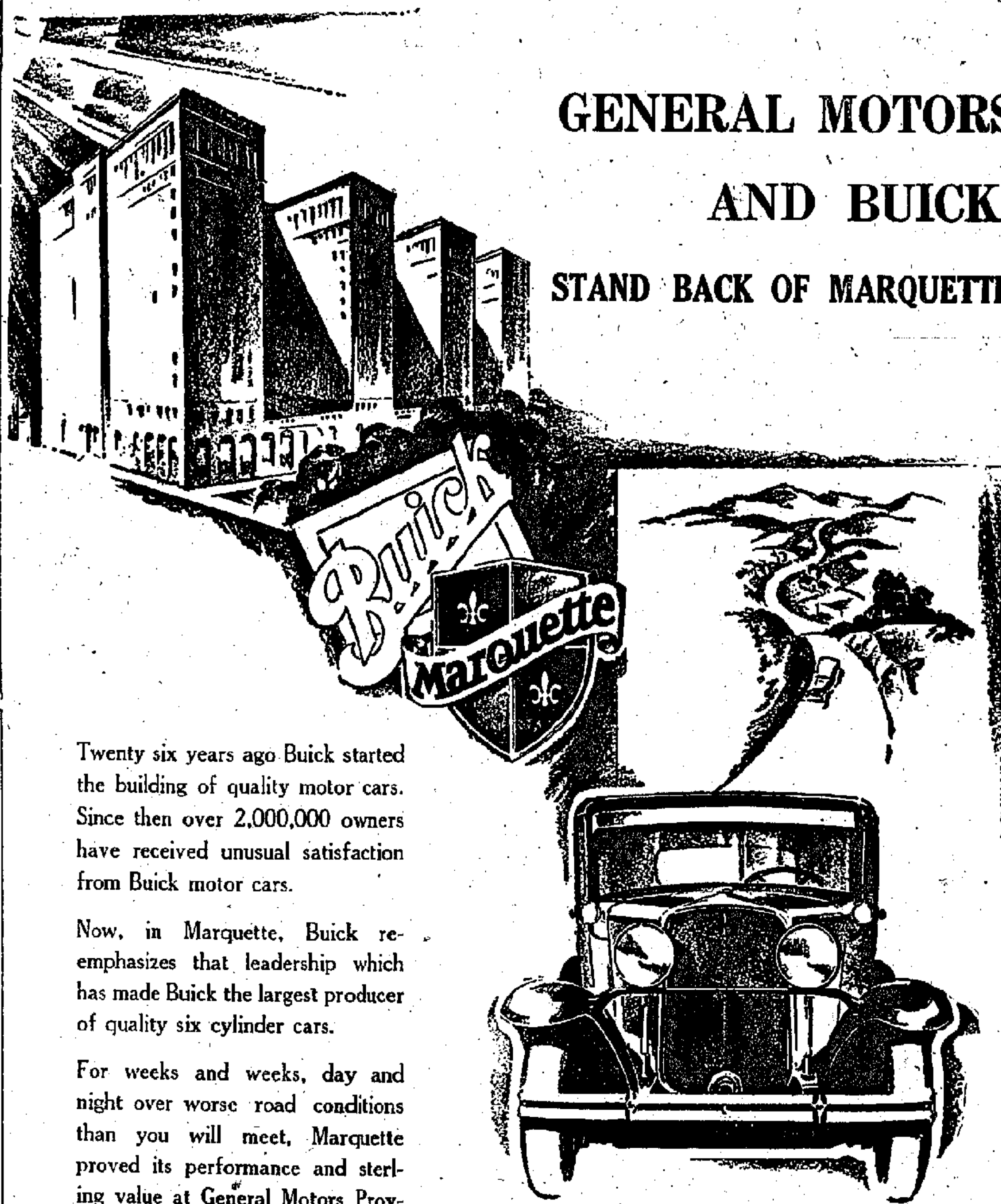
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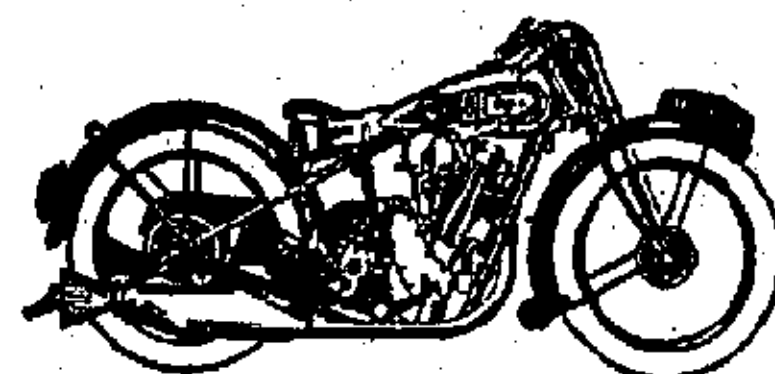
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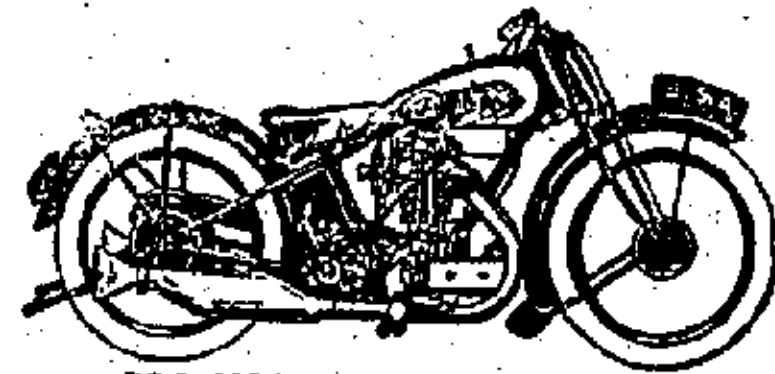
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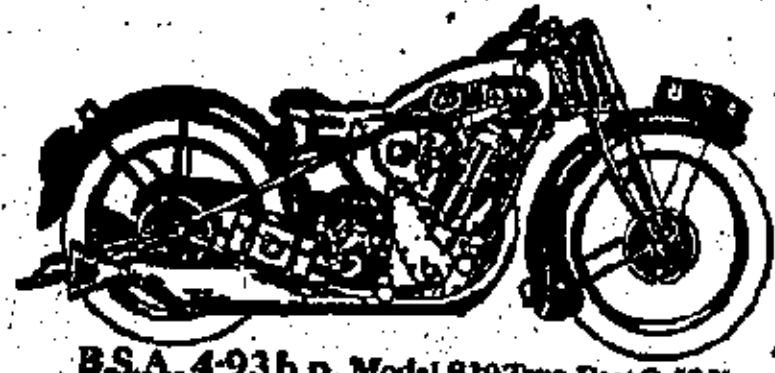
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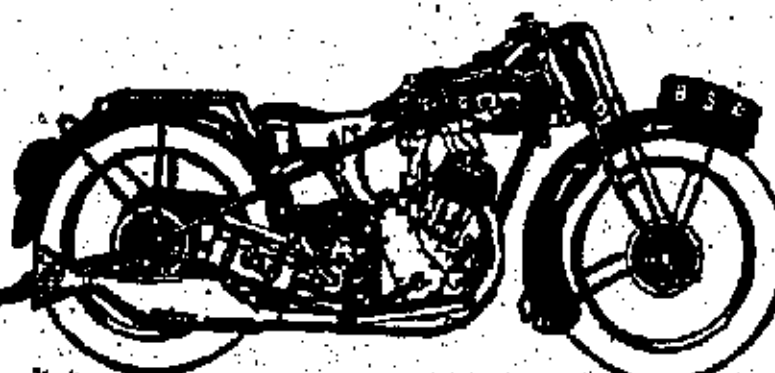
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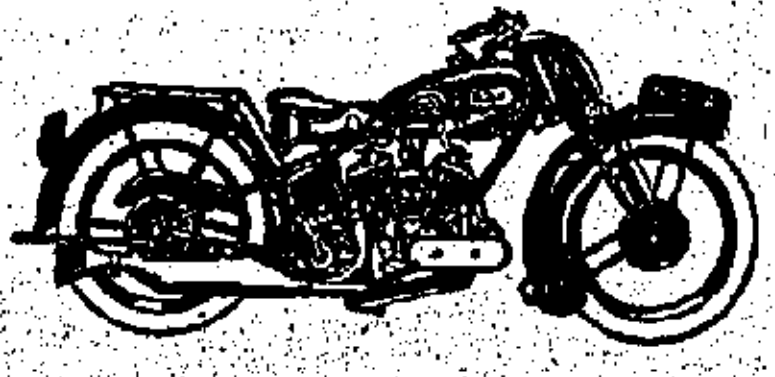
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1845

HONG KONG, THURSDAY, AUGUST 22, 1929.

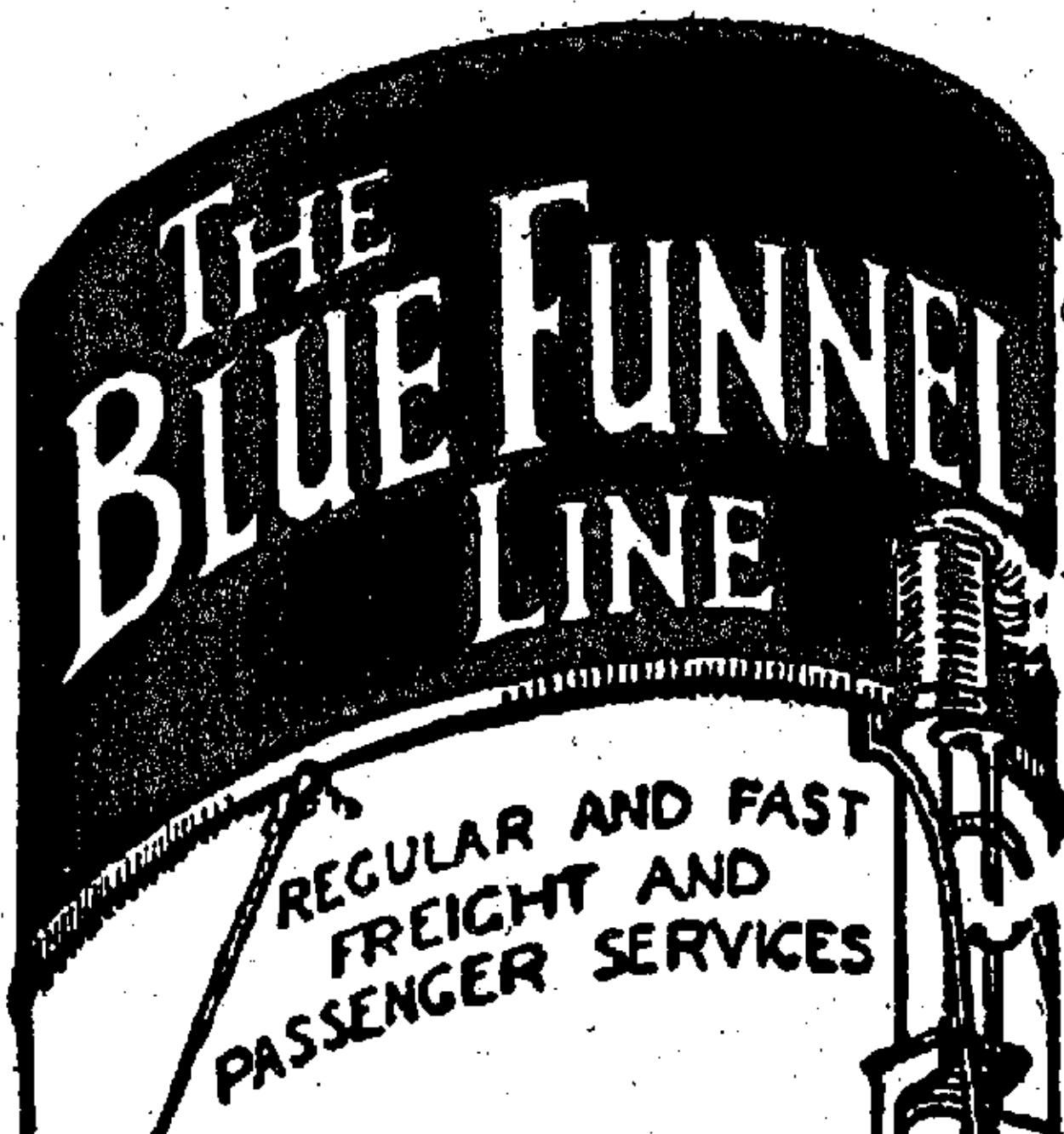
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Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAIJS.

From	THURSDAY, AUGUST 22.	Per
Shanghai and Amoy		Luchow
Australia and Manila		Tango Maru
SATURDAY, AUGUST 24.		
Shanghai and Swatow		Sinkiang
U.S.A. (San Francisco, 26th July), Honolulu, Japan and Shanghai		Pres. van Buren
Europe via Negapatam (Letters only, London, 25th July)		Garbeta
SUNDAY, AUGUST 25.		
Europe via Negapatam (Papers only, London, 25th July)		Kumsang
MONDAY, AUGUST 26.		
Japan		Talma
U.S.A. (San Francisco, 2nd August), Honolulu, Japan and Shanghai		President Pierce
Canada (Victoria B.C. August 8), U.S.A. Japan & Shanghai		Empress of Asia
U.S.A. (San Francisco, 31st July), Honolulu, Japan and Shanghai		Korea Maru
TUESDAY, AUGUST 27.		
Saigon		Sphinx
Japan and Shanghai		Athos II.
WEDNESDAY, AUGUST 28.		
Japan		Tanda

OUTWARD MAIJS.

For	FRIDAY, AUGUST 23.	Per	Time
Japan		Tango Maru	9.30 a.m.
Fort Bayard		Wing Wo	11 a.m.
Swatow, Amoy and Poochow		Haiyang	1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles		Hakozaki Maru (Due Marseilles, 22nd Sept.)	
K.P.O.		G.P.O.	
Registration Aug. 23, 4.30 p.m.		Registration Aug. 24, 8.45 a.m.	
Letters Aug. 24, 9 a.m.		Letters Aug. 24, 9.30 a.m.	
Japan, Canada, U.S.A., *C. & *S. America & *Europe via Victoria, B.C.		Tyndareus (Due Victoria, B.C. Sept. 17.)	
		Parcels Aug. 24, 5 p.m.	
		Registration Aug. 24, 9.45 a.m.	
		Letters Aug. 24, 10.30 a.m.	
SATURDAY, AUGUST 24.			
		President van Buren	5 p.m.
SUNDAY, AUGUST 25.			
Holhow, Fakhel &		Tonkin	9 a.m.
		Luchow	9 a.m.
		Kiangsu	9 a.m.
		Hozan Maru	9 a.m.
MONDAY, AUGUST 26.			
		Apoey	8.30 p.m.
		Anhui	8.30 p.m.

Passengers only.

WHAT POWDER PUFFS ALLEGE

SABOTAGE!

"MYSTERIOUS TAMPERING WITH COMPETITORS' MACHINES"

STRANGE HAPPENINGS

Los Angeles, Yesterday.
Mrs. Claire Fahy, a competitor in the "Powder-Puff" Derby, alleges that her machine was tampered with. She believes brace wires of the centre section were cut. She was the first to make a direct charge of sabotage, but Thea Rasche, the German aviatrix, told a Press representative yesterday that she was obliged to withdraw owing to engine trouble due to impurities which had entered the petrol tank in a "strange manner."

Marvel (not Muriel) Crosson, who was killed, had also complained of mysterious difficulties.—Reuter's American Service.

IN AUSTRALIA

PROPOSED REDUCTION OF ARTILLERY & ENGINEERS

DEFENCE CUTS

Melbourne, July 17.
It has been learned from an authoritative source that heavy reductions in personnel will be made in the units of the Royal Australian Artillery and the Royal Australian Engineers stationed in the port defence areas of the Commonwealth. Three hundred warrant officers and men will be discharged and officers will be transferred to other duties. These are permanent troops, and the approximate numbers of their personnel are: Royal Australian Artillery, 600; Royal Australian Engineers, 125.

The Artillery provides the garrisons in the fortress areas, and the engineers are employed at the forts in maintaining communications and attending to searchlights.

There are two forts at Port Philip Heads, one at Queenscliff, and another at Point Nepean. Sydney Harbour is defended by two forts. Other defended ports are Newcastle, Hobart, Fremantle, Albany, Adelaide, Brisbane, and Thursday Island. Each of these forts contains a heavy battery of artillery.

Plans for retrenchment in the Defence Forces have been completed. Details of the economies to be effected will be announced by the Federal Treasurer (Dr. Page) in his Budget statement.

AEROPLANE SHOW

WHY H.R.H. WAS LATE FOR LUNCHEON

REMARKABLE EXHIBITS

London, July 16.
The greatest aeroplane show in the world's history was opened by the Prince of Wales at Olympia. It includes representative exhibits of every air Power in the world, from the baby private machines up to giant triple-engined land and water monsters.

There are many light aeroplanes built for private use, described as open and closed models. Many look as comfortable as a limousine.

The Prince of Wales was an hour late at the official luncheon. He explained that he was unable to tear himself away from the most fascinating exhibit he had ever seen.

Mrs. Nathalie Colby has gone to Reno, Nevada, to file divorce papers against her husband, Mr. Bainbridge Colby, who was Secretary of State in President Wilson's Cabinet.

NEWS ABOUT WAR

REPORT OF THREE HOURS' FIGHTING

BETWEEN CHINA & SOVIET

Information has reached Nanking, the seat of the National Government of China, that severe fighting—lasting about three



Comrade Baronoff, Chief of Russia's air forces.

hours—has occurred between the Chinese and Soviet forces.—British Naval Wireless.

Russians Repulsed

Tokyo, Yesterday.
Both the "Nichi Nichi" and "Asahi" correspondents at Manchuli report that Soviet armoured trains yesterday appeared within 500 yards of the Chinese position at Manchuli.



Commissar of the Army, Comrade Voroshiloff.

and disentrained 400 infantrymen, who deployed and opened fire under cover of artillery fire. The Chinese troops replied with howitzers. The



Comrade Muklevitch, who commands the Soviet Navy.

Chinese suffered 30 casualties, but Soviet troops retired after an hour's engagement, during which the

THE RHINELAND EVACUATION

FRESH DISCUSSION

WIESBADEN PREFERS BRITISH SOLDIERS TO REMAIN

NOTHING YET SETTLED

The Hague, Yesterday.

Mr. A. Henderson, M. Hymans, M. Briand and Dr. Stresemann secretly conferred for an hour regarding the evacuation of the Rhineland. The meeting adjourned at 4 p.m. until to-morrow, while the Political Commission will meet at 4 p.m. on Friday.

Why Wiesbaden is Doubtful

Wiesbaden, Yesterday.
Gloom prevails here as the result of the report that Belgian troops may replace British in the event of Great Britain evacuating this zone.

The municipal authorities have telegraphed urging Dr. Stresemann not to agree to this and suggesting that it is preferable to retain the British rather than the Belgians.

Strictest Secrecy

The strictest secrecy was observed by the representatives of the six Powers, who conferred for fully two hours this evening and adjourned until 10.30 to-morrow.—Reuter.

Earlier News

The Hague, Yesterday.
The prospect of a Conference agreement is very slight. The Treasury experts, in spite of two days' labours, are unable to agree on the yield to Britain, under the four Powers' proposals.

Interest now centres on the Allies' reply to Germany as to what she is expected to do if no financial agreement is reached. It is indubitable that the Allies will agree that Germany must pay on the Young scale after September 1, then the Allies will meet in October to settle the distribution.

No Solution Likely

Later.
The Italian delegate, Signor Pirelli, in a conversation with Mr. Snowden, explained why Italy is unable to make any concession regarding distribution of the Young annuities.

The talk brought the two camps no nearer, and the situation remains unchanged, no new offer having been made to Mr. Snowden by the four Powers.

Eleven workmen were killed in an explosion of benzine in a rubber factory at Odessa, the building being destroyed.

South Africa has been admitted to the World Association of Diamond Workers on condition that she does not receive members who go to the country without permission.

captured a number of Soviet guns and ammunition.—Reuter.

Chinese Reinforcements

Tokyo, Yesterday.
A message from Kwangchengtse states that, believing the situation is worsening, the Kirin 10th Brigade has been ordered to proceed to the frontier. Advance guards have already entrained northward.—Reuter.

Guns & Ponies Wanted

Peking, Yesterday.
A message from Manchuli says that one division of Chinese troops now at Hallar has been ordered to Manchuli immediately, where the Chinese military commanders are urgently requesting artillery and cavalry.

A Harbin message says the Chinese are still interning the Soviet officials who resigned from the service of the Chinese Eastern Railway.—Reuter.

Japanese Precaution

Mukden, Yesterday.
Chinese troop trains are not being allowed to cross the Japanese station at Changchun, where one line of the C.E.R. begins to run North to Harbin to meet the main line. The Chinese are now building a track connecting the Kirin-Changchun Railway with the C.E.R.

The Japanese garrison at Changchun has now been increased to 10,000, and a further increase is expected as temporary barracks were erected recently.—Reuter.

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